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CONTENTS

Winding up Home Rails

AS will be seen from an editorial article later in this issue, the British Transport Commission and the London Stock Exchange have issued notices dealing with the procedure to be adopted in the change-over from home railway securities into British Transport stock on and after January 2. Practically the only point which is now unknown is the rate of interest which the new Transport stock will bear. The basis of calculating the security values for compensation was given in our November 22, 1946, issue. As, in fixing the value of Transport stock to be issued to holders of railway securities, the procedure under the terms of the Act must have regard to gilt-edged prices on the day of issue, which is January 1, the Stock Exchange will be open on that day, contrary to long-standing custom. On that day there may be dealings in Home Rails, but it is understood that bargains will not be marked. As home railway stocks will have ceased to exist at midnight on December 31, dealings in effect will be in Transport stock, although the actual terms will not be known until after the close of business.

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Mr. C. M. Jenkin Jones

When Mr. C. M. Jenkin Jones retires from the Divisional General Managership of the North Eastern Area, L.N.E.R., at the end of the year, the line of able general managers, who have held sway at York, will come to an end. From 1854 onwards until amalgamation, Captain W. O'Brien, Mr. Henry Tennant, Sir George S. Gibb, Sir A. Kaye Butterworth, and Sir Ralph L. Wedgwood guided the affairs of the North Eastern Railway in turn and established its status as an efficient and enterprising "heavy system." Since York became a divisional headquarters in 1923, there have been four Area Managers who upheld the fine traditions of the old company. In one way it is a pity that the last of the four has resigned at this time. Throughout his career Mr. Jenkin Jones proved himself a good organiser so that his services would have been useful during the transition from private to State ownership. He was one of the early traffic apprentices selected by the N.E.R. for special training and, making the most of his opportunities, had the exceptional experience of being in succession a Dock Superintendent, an Assistant Goods Manager, an Assistant Superintendent and Freight Rolling Stock Controller, before becoming Superintendent, N.E. Area, in 1924 and Divisional General Manager in 1936. Much of his work should endure and, above all, we hope that the educational arrangements, which he initiated, such as the Darlington Operating and Commercial Schools, will continue to expand under nationalisation.

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High Steel Output

The recent statistics of British steel production have encouraged the hope that the industry's output target of 12½ million tons for this year will be reached. Mr. R. M. Shone, Economic Director of the British Iron & Steel Federation, recently confirmed this, and went so far as to say that the target probably would be exceeded. In 1948, he said, the total supply for the home market would be about 13 million tons, and the industry hoped to export 1,750,000 tons. On this basis the home supply of steel would be about 40 per cent. above the 1938 level and well in excess of any pre-war consumption. Stressing the importance of transport, he said that in the five months to the end of March it would be necessary to move about 4 million tons of material more than in the same period of last year, including the delivery of an additional 830,000 tons of finished steel. The main difficulties in the achievement of the target were raw material and transport problems, but he believed that success was by no means impossible.

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Iron and Steel Distribution Scheme

On Friday last Mr. H. A. Marquand, Paymaster General, who is Chairman of the joint committee which has revised the plan for distributing steel, met the National Production Advisory Council on Industry, and explained the procedure to be adopted in the future. As from March 31 next all old "M" forms will be cancelled, together with all orders placed under them

unless validated under one of the new authorisations to be issued early in January. The system of bulk authorisation will be extended as rapidly as practicable and it is to be kept as flexible as possible to suit individual industries. Moreover, every endeavour is to be made to ensure that the steel coming forward every quarter is delivered against allocations for that quarter. If a firm's authorisation cannot be matched by orders of steel within that quarter, it will lapse. To cut out the backlog, the Departments, at the beginning of January next, are to issue to all their consumers new authorisation for their steel allocations for the second quarter and any forward authorisations for later quarters. These will replace the existing "M" forms as from March 31, and at that date all "M" forms will lapse, and outstanding orders placed under them will be cancelled unless revalidated.

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Overseas Railway Traffics

The fortnight to November 29 showed a falling tendency in Argentine railway receipts, the Buenos Ayres Great Southern and Central Argentine recording decreases in both weeks. Buenos Ayres & Pacific results, however, maintained their improvement in the week ended November 22 with a gain of ps. 125,000, but this was offset by losing ps. 430,000 in the next seven days. The Buenos Ayres Western shared in the general decline in the first week with a loss of ps. 122,000, followed by an improvement in the next seven days of ps. 71,000. There were similar fluctuations during the fortnight in Entre Rios and Argentine North-Eastern traffics. Paraguay Central results have continued their upward movement, gaining G24,534 in the fortnight, and at November 28 were within G33,490 of last year's aggregate. Some results are compared below:—

	No. of weeks	Weekly traffic	Inc. or dec.	Aggregate traffic	Inc. or dec.
Buenos Ayres & Pacific* ...	22	1,960	−430	54,945	+ 5,916
Buenos Ayres Great Southern*	22	3,709	−141	72,976	+ 1,073
Buenos Ayres Western* ...	22	1,357	+ 71	30,356	+ 3,691
Central Argen ine*	22	3,194	− 49	73,496	+ 4,614
		£	£	£	£
Canadian Pacific	44	7,454,250	+795,000	65,686,250	+5,365,250

* Traffic returns in thousands of pesos

Beira and Rhodesia Railways results for the 52 weeks to September 30 are respectively £217,205 and £612,939 above those for the preceding year. C.P.R. net receipts for October showed an increase of £98,750, while aggregate net earnings for 44 weeks are up by £459,250.

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Dominion of India's First Railway Budget

The most prominent feature of the first railway budget of the Dominion of India, which was presented by Dr. John Matthai, Minister for Transport, on November 20, was an addition of Rs. 22½ crores to the wages bill for the period August 15, 1947, to March 31, 1948. This is to be counteracted in part by a substantial increase in rates and fares, to come into force on January 1, which is estimated to produce Rs. 9·15 crores in the budget period. Not only will the basic passenger fares be raised, but reductions in the rates for long distances will be withdrawn. In adjusting goods rates, six classes are being raised and ten are to be substituted by eight telescopic class rates computed on a continuous mileage basis. Two new classes are being established for low-grade traffics. Gross receipts at the existing level of rates and fares are estimated at Rs. 107 crores, total working expenses at Rs. 107·18 crores, and interest charges at Rs. 13·44 crores. While no agreement has been reached with the Pakistan authorities regarding the valuation of assets to be allotted to that Dominion, the Indian Government's estimate of capital at charge at August 15 this year is Rs. 659 crores. The loss suffered so far by the Indian railways as a result of the civil disturbances does not exceed Rs. 2½ crores.

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Pullman Car Results for 1946-47

Gross earnings of £553,400 in the year ended September 30, 1947, constituted a record for the Pullman Car Co. Ltd., comparing with £277,078 (including £40,000 compensation) in 1945-46. The number of passengers carried was well in excess of one million, and the number of main meals served in the company's cars exceeded half a million. During the year covered by the report, the "Devon Belle" express was inaugurated in the course of the summer timetable of the Southern Railway, and proved an instant success. Upwards of 40,000 passengers were carried during its period of operation. The "Yorkshire Pullman" on the L.N.E.R. was withdrawn temporarily after the fuel crisis, but was restored in October. These trains, together with the "Golden Arrow," "Bournemouth Belle," and "Brighton Belle" more than maintained their previous popularity and traffic. Working expenses increased from £244,322 to £382,703, but the net profit of £170,697 compares with £32,756 in 1946. After payment of interest on the 5 per cent. income stock, and providing for the payment of 25½ per cent. on account of arrears of interest on that stock, there remains a balance of £5,450. The loss brought forward from the previous year is £36,730, leaving a deficiency of £31,280 to be carried forward.

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Joint Lines

Although the operating regions which have been fixed as Stage 1 of the organisation of the British railways as from January 1 consist very largely of existing units of the main-line railways, it has been agreed that all joint lines shall be allocated either to the Railway Executive or to the London Transport Executive, and that duplicated supervision shall be replaced by administration wholly within one region. Re-allocation of boundaries between regions at a later date may involve re-allocation of some of the joint lines, but, in the meantime, all have been assigned to one or other Executive, and to a specific region, as set out in the official statement we reproduce on another page. Principal interest naturally attaches to the only Joint Committee at present owning its own rolling stock and having its own traffic administration, namely, the Cheshire Lines Committee; this passes to the London Midland Region. The Metropolitan & Great Central Joint Line is divided between the Railway Executive (Aylesbury Joint Station and the line thence to Verney Junction) and the London Transport Executive, which takes the section from Harrow-on-the-Hill to south of Aylesbury Station, including the Chesham branch and the Watford Joint Line.

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The Minor Railways

As the Third Schedule to the Transport Act, 1947, clearly showed, comparatively few of the minor railways of the country (other than those of which all the shares were held by the main lines) are passing to the British Transport Commission. In fact, there are only four operating companies being transferred, and these are the four which have been under the control of the Railway Executive Committee since September 1, 1939. The Mersey Railway passes to the London Midland Region; the Shropshire & Montgomeryshire Railway to the Western Region; and the East Kent Light Railways and the Kent & East Sussex Light Railway to the Southern Region. Apart from purely colliery and industrial railways (some of which are separately incorporated) this will still leave independent the following small standard-gauge railways:—Corringham Light, Derwent Valley Light, Easingwold, Liverpool Overhead, North Sunderland, and Swansea & Mumbles. There are also the following narrow-gauge lines remaining independent:—Ashover Light, Romney, Hythe & Dymchurch Light, and Talyllyn. The Ravenglass & Eskdale occupies the peculiar position from the legal viewpoint of not being operated as a railway.

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Soil Mechanics and Track Maintenance

During the recent war, much was heard of the engineers and scientists whose researches paved the way for substantial achievements by the armed forces. An analogy exists in the railway world, where a close study of soil mechanics is proving of material assistance in solving the problem of maintaining a first-class track in difficult circumstances. Elsewhere in this issue, the extensive work recently undertaken at two widely-separated places on the Southern Railway, to provide a more stable foundation for main lines resting on soft clay, is described in detail. Although the blanketing of the track is, in itself, a far from complicated operation, apart from the difficul-

ties of securing possession of the line, and the provision of adequate working space, the important part played by the specialists in soil mechanics in the preliminary investigation of the site, and in determining the details of the work, is at once apparent. Considerable experience in this type of work has now been gained by the Chief Civil Engineer's Department of the Southern Railway, as the first blanketing operation was carried out at Hildenborough about 12 years ago. During the past summer, a section of track at Malden, on the main line to Bournemouth and the West of England was similarly treated. The present article describes the blanketing at Paddock Wood and at Clapham Junction.

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Winter Transport Executive Committee

FURTHER information has now been published regarding the constitution and work of the Winter Transport Executive Committee, to which brief reference was made in our last issue. During November a new Committee bearing this name was appointed, under the chairmanship of the Parliamentary Secretary to the Minister of Transport, Mr. L. J. Callaghan, composed of senior officials of his Ministry, representatives of the Federation of British Industries, the railway unions, the National Coal Board, the Central Planning Office, Lt.-General Sir Wilfrid Lindsell, the chief executive officer, and representatives of the Ministries of Food, Fuel, Supply, and the Board of Trade.

As neither the Railway Executive Committee nor the railway companies are represented on the Committee, it is gratifying to learn that "it is not intended that the Committee should run the railways." The Committee has apparently prepared estimates of the tonnage of coal and merchandise to be moved this winter and has made an effort to reconcile this with the shortage of wagons. The Committee, it is stated, has had regular meetings for the purpose of providing a link between the railways and their users so that important freight will be held up as little as possible, and regional committees have also been set up representative of the local traders and chiefs of the traffic departments.

It is unfortunate that the railways are not represented on the Committee in some form or other, as it appears entirely to lack practical or technical men. The Parliamentary Secretary agreed on December 3 that the railways were at present able to carry all the traffic offered, but stressed the point that rail transport was working on terribly tight margins and normal working would be severely interrupted if there were extended periods of fog, snow, or frost as last year. He gave examples of how coal was being diverted to coastwise shipping and road transport to ease the railway load, and added that it was proposed to introduce a flexible system of priorities for the use of wagons as a preparation for the worst eventuality. The application of the priorities will be sufficiently flexible, it is stated, to enable a stationmaster to use his discretion about moving something not on the list, but the effect will be to concentrate on the use of the available wagons for essential purposes.

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More Thoughts on Regions

ALTHOUGH it may be correct to say that the British railways as vested in the British Transport Commission will rank as the most important unified railway system in the world, it will be admitted that the Indian Government Railways form a comparable system. Some comparison of the plans of the British Transport Commission with what has been found good practice in India may therefore be of interest.

There is, at present, nothing in India corresponding to the British Transport Commission, though it is not unlikely that a body with somewhat similar responsibilities may later come into being. At present the Railway Board receives direction in matters of policy direct from the Transport Minister, but in other respects the Board corresponds generally to the new Railway Executive here. The members of the Railway Board, though fewer in number than the members of the Railway Executive, are also "functional." But, in its dealing with the individual railways (or "regions" to use the new British expression), orders emanate from the Secretary to the Railway Board, signing for the Board, to the General Manager of the railway, who passes on the orders as may be necessary to his principal officers. Here there is the first variation in the Indian system: there, although the members of the Board each has his own "functional" duties, important decisions are taken by the Board as a body in meeting. Also, orders never issue from individual members to the corresponding officers in the railway administrations, and these latter officers are entirely responsible to their General Manager, and only indirectly, through the General Manager, to the Board.

Nothing appears to have been said so far as to the arrangements to be made for budgeting, accountancy, and control of expenditure. In India each railway has its own annual budget, approved by the Legislature, and the General Manager is responsible for seeing that his officers work within the sanctioned provision: he has limited powers of re-appropriation, and is assisted by a Financial Adviser & Chief Accounts Officer, who ranks equal with the other principal officers. The Indian organisation has been frequently criticised, but it does provide for a fairly close degree of centralised control, while still allowing reasonable scope for initiative on the railways.

It also renders unnecessary any uniform system of organisation on the various railways that form the Indian Government Railways. In Indian, as on the British railways under company management, each railway has built its own organisational system in the manner which has seemed best suited to its own particular circumstances. The responsibilities of the principal officers therefore vary considerably: there are, for instance, wide differences as to the point where the line is drawn between "operating" and "mechanical" and also between "commercial" and "operating" on the various railways.

It looks as if the new British set-up, where the principal functional officers of each region are to be responsible to the corresponding member of the Railway Executive, may lead to attempts to introduce uniform systems of organisation in the various regions. This would be a pity: unless the organisation of any region is demonstrably inefficient, which there is no reason to suppose, changes, merely for the sake of uniformity, are likely to do more harm than good.

Reverting to financial control, the only reference in Sir Cyril Hurcomb's statement seems to be "that it will be necessary to concentrate at the centre certain functions such as finance." No doubt all important financial sanctions will issue from the Railway Executive, but it is the regional officers who will actually spend the money, and it would therefore seem that the Chief Regional Officers must be responsible for control of expenditure and must have the necessary accounting assistance to enable them to discharge this responsibility.

Turning now to the "regrouping" of the railways into six regions in place of the four main-line systems, we are told that this is being done to "avoid the dangers of undue centralisation and provide adequate machinery for the quick recognition of local needs and local contacts." Presumably the existing L.M.S.R. and L.N.E.R. systems are regarded as too large. There is also a hint that further sub-division may come later. One wonders if the difficulties that may arise from these rather fundamental changes have been fully realised. Indian experience is that these difficulties are of two kinds: first, any scheme of amalgamation, division or regrouping of railways involves alteration in the "chain of command" from the system headquarters down to districts: this leads temporarily to loss of efficiency, which is aggravated when the changes involve amalgamation of parts of railways that have previously had different systems of organisation. This will apply in the case of those portions of the L.M.S.R. and L.N.E.R. that are to be amalgamated into the new Scottish Region. Further, any changes of this kind are likely to cause disappointment and discontent among some sections of the staff. Certainly there will be no change in their terms of employment, but it is not possible to ensure that there will be no change in their prospects of promotion. For instance, staff in the Scottish Region, presumably, will not be eligible for posts on their parent railways that are filled by all-line selection. Against this it may be argued that they will have the monopoly of such selection posts in their own region. This in some ways aggravates the trouble: some may win promotion earlier than previously expected: promotion in other cases may be seriously slowed down. Indian experience has been that these two difficulties are serious

and therefore that those responsible for the decision must be assured that very real advantages will accrue before deciding on any major regrouping of railways.

We must assume that these and perhaps other difficulties have been duly weighed and that the balance of advantage is found to be definitely in favour of regrouping: what then are to be the principles to be followed in deciding on the number and extent of the new regions? The objects so far stated hardly seem sufficiently clearly defined to enable an exact answer to be found. Presumably some thought will be given to a number of other considerations.

It may be of interest to set down some of the principles that have been suggested for consideration in India, where some measure of regrouping of railways has become inevitable because of partition.

1. The number of systems should be reduced to a minimum, so saving expenditure on headquarters establishments and affording unification of control over wide areas. On the other hand, no system should be so large as to be unwieldy. In India it is felt that the absolute maximum for one system should be 5,000 route miles, but this is in a country having generally a much lower traffic density than has Great Britain.

2. Each system should be reasonably compact and, if possible, the headquarters should be near the centre.

3. Railway boundaries should be decided on a basis of goods traffic trends rather than of passenger traffic trends. As far as practicable the traffic of each important port, industrial area or city should be controlled by one system.

4. Parallel routes should form part of the same system, at any rate if they are so connected that they can afford effective mutual relief.

5. Each system should be self-contained with mechanical workshops of sufficient capacity to maintain its own rolling stock.

6. Regrouping should interfere with existing systems to the minimum extent necessary to achieve the other objects in view.

No reference has been made to the question, rather vital in India, of two-gauge *versus* one-gauge railways as, fortunately, this problem does not arise here. It will be noticed that some of these principles are conflicting: it is also certainly not suggested that they are by any means the only ones to be considered. The reference in Sir Cyril Hurcomb's statement to "areas within which other forms of transport may be organised" is a case in point. But it would seem highly desirable that here, as in India, the objectives should be clearly defined and agreed before steps are taken to redistribute the existing railway systems into a new set of regions.

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"Bureaucracy Run Riot"

IN our last week's issue we published a selection of comments from a number of daily and weekly newspapers of varying political opinions on the organisation recently announced by the British Transport Commission for the control of the railways. Those comments, as might be expected in view of the basic importance of transport to the welfare of this country, and the considerable changes in a well-tried system of organisation which are to be effected from January 1 were critical to some extent. This was particularly the case on such matters as the likelihood of achieving decentralisation and devolution of responsibility under the Commission's scheme.

In no case, however, was the criticism so sharp as that which has been put forward in the last issue of the *Railway Review*, the organ of the National Union of Railwaymen, in an article by Mr. F. V. Pickstock, headed "Government by Experts—End of any Ideas of Effective Workers' Control." Keen disappointment is expressed at the proposed organisation. It commences with a declaration that, according to Mr. Herbert Morrison, one of the arguments for nationalisation is that private ownership means the irresponsible exercise of political power by small groups and goes on to say that "nationalisation without some form of workers' control still leaves irresponsible concentrated power in the hands of a small group."

The personnel of the Railway Executive, under the terms of the Act, was selected by the Minister of Transport in consultation by the Commission, the members of which were themselves appointed by the Minister. The *Railway Review* article says that the members of the Railway Executive were obviously chosen "largely with an eye to technical knowledge of railway work"—a strange criticism!—and not because of their capacity for tackling the enormous human, social and semi-political problems of organising an industry of over 600,000 workers. This group of men, it declares, will have all the power on the railways in its own hands, and it questions whether the fact that one of these men is an ex-trade union leader will "lessen the menace." In its view a Railway Executive composed of nine angels could not make a decent job of the railways in the way it is proposed to go about it!

The regional system set up under the scheme is criticised, and the comment is made that "the whole thing is bureaucracy run riot." It is suggested, too, that the Railway Executive will be cluttered up with what are not matters of major policy, because it will be the only body capable of final decision on both policy and execution. Workers' control, it is declared, cannot be effective unless the local management has power which it can share with the workers, and workers cannot share in power if it is held tightly by nine men on the Railway Executive.

Finally, the article states that government by "experts" is against British tradition, and against all hopes of Socialism, and adds that "the danger is that railwaymen will learn to hate their 'expert' governors more than they hated the railway companies." A call is made to trade unionists to compel certain changes in the railway organisation. It is suggested that at least another six regions should be created, and that the regions should be freed from departmental responsibility to the Railway Executive.

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The New London Transport

AT a press conference held at the headquarters of the British Transport Commission on Friday last, December 5, Sir Cyril Hurcomb, Chairman of the Commission, and Lord Latham, Chairman of the London Transport Executive, made a statement regarding the plans for the future of the undertaking of the London Passenger Transport Board, when it passes to the ownership of the Commission on January 1. The changes will be fewer than with the main-line railways, as already a unified control and management has been effected under the L.P.T. Act of 1933, and the undertaking will continue to be known as London Transport. The functions of the Board will be taken over by the Commission, and each of the full-time members of the London Transport Executive, who have been appointed by the Minister of Transport for their functional abilities, will have their special tasks as follow, taking full responsibility for the work of a number of departments:—

Lord Latham, Chairman.

Mr. John Cliff, Staff & Staff Welfare.

Mr. A. H. Grainger, Engineering (Civil and Electrical), Supplies, Legal.

Mr. L. C. Hawkins, Finance, Accounts, and Audit.

Mr. A. B. B. Valentine, Operation, Mechanical Engineering.

The three part-time Members of the Executive (Sir Richard Burbridge, Sir Edward Hardy, and Mr. T. E. Williams) will bring to the work of the Executive wide knowledge and experience of industry, commerce, and local government. The Chairman will be responsible for the general co-ordination of the Executive, and, in addition, will personally concern himself with general planning, research, and development.

Within the departments of London Transport, the responsibilities of the officers and staff will remain unchanged. The conciliation and negotiating machinery governing staff and employment relations will be continued and maintained.

It has been agreed that all the joint lines in which London Transport and the main-line railways have an interest shall be allocated either to the London Transport Executive or to the Railway Executive. Certain lines owned by one or other of the main-line railways, but served by London Transport trains, will also be transferred to one Executive or the other. These steps have been taken to achieve simplicity of operation.

It has also been agreed that the London Transport Executive shall confine its operations to passenger traffic. The management of the limited amount of goods traffic now undertaken by London Transport will be transferred as soon as possible

to the Railway Executive. This traffic is located mainly on the outer sections of the Metropolitan Line.

The London Transport Executive will take over on January 1 responsibility for the following lines:—

The Metropolitan & Great Central Joint Line from Harrow-on-the-Hill to south of Aylesbury Station, including the Chesham Branch and the Watford Joint Line from Moor Park to Watford.

The Ealing & Shepherds Bush Line and the section of the G.W.R. which forms part of the Western Extension of the Central Line to Greenford (excluding Greenford Station).

The sections of the L.N.E.R. which form part of the Eastern Extension of the Central Line.

The L.N.E.R. lines from East Finchley to High Barnet and Mill Hill East which are already worked by Northern Line trains of London Transport.

The East London Railway between Shoreditch, New Cross, and New Cross Gate.

The Hammersmith & City Line, Hammersmith to Westbourne Park.

The Whitechapel & Bow Railway between Whitechapel and Bow Road.

The Railway Executive will take over full responsibility for Aylesbury Station and the Metropolitan & Great Central Joint Line from there to Verney Junction. The Railway Executive will also be responsible for the West London Railway from Earls Court Junction to Uxbridge Road. London Transport will continue to run Exhibition services to Kensington (Olympia) Station.

The Commission and the London Transport Executive have sent the following message to all personnel:—

The British Transport Commission and the London Transport Executive know and appreciate what magnificent work is being done, and will continue to be done, by all sections of the staff to serve the travelling public of London. The men and women of London Transport are justly proud of the fine traditions built up by the Board. It is the wish of the Commission and the London Transport Executive not only to maintain those traditions but to strengthen them under the new organisation.

CYRIL HURCOMB,
Chairman, British Transport Commission.
LATHAM,
Chairman, London Transport Executive.

Main railway works which are projected or in mind are the further extension of the Central Line north-eastward beyond Woodford and westward from Greenford to West Ruislip; the extension of the Northern Line from Finsbury Park to Alexandra Palace, from Mill Hill East to Edgware, and from Edgware to Bushey Heath; the electrification of the Metropolitan Line to Amersham; and the doubling of the Metropolitan Line from Harrow to Rickmansworth. These, of course, are all parts of the New Works Scheme formulated by London Transport, the L.N.E.R., and the G.W.R., many of which are well under way. On the road transport side, the replacement of worn-out vehicles, the strengthening and extension of road services, and the completion of the tram replacement policy, are the three main features as and when materials and labour are available. Existing road transport arrangements with other operators are in many cases protected by Statute, and generally will be unchanged until transfer of control of such other undertakings may be affected by the plans of the Road Executive.

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What the Capital Cuts Mean to the Railways

LAST week we summarised the main proposals of the White Paper on capital investment in 1948 so far as they concerned the main building projects of the railways. Appendix B of the paper, however, deals with railway plant and machinery, and points out that the main items in the capital investment programme under this heading are locomotives, carriages and wagons, although it is convenient also to include with them investment in tracks since this consists entirely of steel, timber, and iron castings.

The figures given in relation to railway rolling stock indicate clearly its present unsatisfactory condition and the impossibility of making any material improvement is somewhat disturbing for the future operation of the railways. It is stated that 8,000 locomotives, or 39 per cent. of the total, are over age, and are making operating difficult because of the increasing number of breakdowns. At present there are about 3,750 under and awaiting repair at any one time, compared with about 3,300 in 1939, and it is proposed to allow nearly 600 new locomotives to be built in 1948. This, we understand, is merely the normal annual requirement for current renewals, and makes no contribution whatever to overtaking the arrears of replacement which accumulated during the war.

As to wagons, 350,000 or 29 per cent. are more than 35 years old and need increasingly frequent repairs, which has resulted in nearly 200,000 or 15½ per cent. being under and awaiting repair. The White Paper agrees that the only way of remedying the situation is by concentrating on the extensive replacement of older wagons and for this reason it is intended to allow the full railway programme of 48,000 new wagons in 1948 to proceed. This, again, will cover only current renewals, and makes no contribution to the heavy arrears of renewals which are urgently required. To deal with the position adequately it would be necessary to build nearer 80,000 wagons annually for several years, as failing this, wagons repairs will have to be maintained at a record high level until it is possible to commence overtaking the arrears.

The wagon crisis is serious enough, but the position in regard to passenger coaches is even worse. More than 12,000 or 20 per cent. of coaching stock vehicles are over 35 years of age and, as there is now a deficiency in the stock of about 2,500 vehicles compared with pre-war, the railways contemplated that it would be necessary to put in hand a building programme of about 3,000 vehicles annually for several years before the stock was restored to its pre-war condition. The White Paper states the justification for a high rate of replacement is not as strong as that for wagons (ignoring the point that, in fact, the rate for wagons is very far from meriting the term "high"), and it has been decided to limit the programme to the present output of 1,000 coaches per annum. The White Paper does not indicate whether the term "coaches" includes both passenger and non-passenger carrying vehicles of which we understand about 1,300 will be built in 1947.

Private builders already hold orders from the railways for well over 1,000 vehicles, and the White Paper decision inevitably means a drastic slowing up of this work, and a similar heavy cut in the potentially greater output from railway shops. Whether private builders will be able to turn over their released capacity to the export trade or railway workshops cut down their construction work without incurring considerable disturbance of staff, remains to be seen.

As to permanent way, about 80 per cent. of the railway programme for materials was for current maintenance and 20 per cent. towards recovery of arrears of renewals. After balancing the facts that reduction in the rolling stock programme would adversely affect movement capacity, and reduction in track material reduce the capacity of the lines to carry the traffic, the Government has decided that during 1948 supplies of materials for permanent way must, because of the steel shortage, be reduced to current needs only, without overtaking any arrears. This they state reassuringly will not render travel less safe, but may mean imposition of speed restrictions in some places. It will, of course, delay movements and, in effect, reduce track capacity.

Altogether the picture is not very encouraging, although the circumstances in which these drastic cuts have to be made is fully appreciated. It is clear, however, that the public will look in vain for any material improvement in passenger accommodation or any substantial increase in train services for some considerable time, and that the Railway Executive will commence its onerous task under considerable difficulties.

* * * *

Conversion of Railway Stocks

ON Monday last the British Transport Commission and the London Stock Exchange issued statements dealing with the technical aspects of the replacement of British railway and canal securities by British Transport stock on January 1. The British Transport Commission announcement states that on January 1 British Transport stock will replace the stocks of the principal railway and canal undertakings, which vest

in the British Transport Commission on that date. The number of stockholders' accounts involved is more than 800,000.

Particulars of the new stock and conversion rates will be published in the press on January 2, 1948. The exchange of existing stock certificates for certificates of the new stock must be methodically spread over an extended period, but it is realised that holders of the existing securities must be able to deal in their British Transport stock holdings on and from January 1.

Accordingly, the existing stock certificates will be regarded as representing the appropriate amount of British Transport stock until such time as they can be exchanged and the accounts transferred to the Bank of England, which will act as registrars of the new stock. No endorsement of the old certificates is required, and their value in terms of British Transport stock will be ascertainable by reference to the conversion rates mentioned above. Until the certificates of a particular holding in an existing undertaking are exchanged for certificates of the new stock, the registrars of that undertaking will retain the account as British Transport stock and make the payment of interest as necessary.

All dividends and interest on existing securities cease on December 31, 1947, but interest will accrue from January 1, 1948, on the British Transport stock substituted for the existing holdings. The first payment of interest will be at the rate to be attached to the new stock, and will be made on July 1 next year.

The certificates of British Transport stock will be issued by the Bank of England, and opportunity will be taken, on any transfer or similar dealing in stock represented by existing certificates, to transfer the stock account affected to the Bank and issue new certificates. Except when the stock is being transferred or a document affecting the name of a holder is being registered, certificates of the old securities must not be sent for exchange into certificates of British Transport stock until they are called for in due course. Instructions for the payment of interest or dividends recorded in respect of holdings of the old securities will be applied to the corresponding holdings in British Transport stock.

All interest and dividends on existing securities cease to accrue at December 31, 1947; interest and guaranteed payments due for the half-year to that date will be paid by the bodies on the usual dates in 1948 under arrangements made with the British Transport Commission, and the payment will be made to the persons who are registered as holders of the securities on the date on which the balance for payment is taken. In the case of interest accruing for a broken period to December 31, and in the case of dividends to be declared on ordinary or preference stocks for the final period to December 31, 1947, any payments so made will be distributed to the persons who were registered as holders of the security at December 31, 1947. It is not possible to say when the dividend declarations will be made, but they may be expected within the first few months of 1948, as and when the accounts of the existing bodies are finally closed.

The above is merely an outline of the procedure proposed. There are certain reservations and exceptions, and for an exact description it is necessary to refer to the official notices which are being issued to the public, the Stock Exchanges and the Banks. In particular, different procedure will be adopted in relation to the securities of minor undertakings, the value of which in terms of British Transport stock has not yet been determined, and further announcements as to these securities will be made.

The notice issued by the Stock Exchange stated that after January 1 a transfer of British Transport stock would be good delivery only if accompanied by a certificate of the new stock or if certified that the certificate has been lodged with or forwarded to the company concerned. Transfers of British Transport stock accompanied by certificates of the old securities will not be good delivery.

Except in the case of London Transport 3 per cent. Guaranteed stock (1967-72), and Lee-Conservancy Board 3½ per cent. mortgage loan, for which exceptional terms were granted, British Transport stock is to be transferable free of stamp duty. As regards Stock Exchange transactions, the date of the first delivery will determine whether the transfer is liable to stamp duty.

Swiss Railway Nationalisation

THERE is a particular interest in this country at present in the railway nationalisation policy of Switzerland, in view of our own railways' impending transfer to State ownership, and also of the fact that many British railway officers have visited Switzerland during the past year in connection with the International Railway Congress, the Swiss Railway Centenary, and other functions that have been held in that country.

So far as concerns the relationship of the State to the Swiss railways, the past century may be divided into three periods of approximately 40, 20, and 40 years respectively. During the first, railway enterprise was entirely in private hands, with a minimum of Government control, and with the introduction of a large amount of foreign capital. The second period comprised the two decades of railway nationalisation; and the third one that of State ownership and operation of the principal main-line railway network (today 1,812 route miles) but with some 1,800 miles of line still in private hands.

During the lengthy difference of opinion in Switzerland regarding the advisability of nationalisation, many of the customary pros and cons were discussed and the country was fairly divided on the matter, even to the point of rejecting in 1891 the first scheme submitted to a nationalisation referendum, as required by the Constitution.

Nationalisation was eventually sanctioned on February 20, 1898, by a referendum, by which time popular enthusiasm had been engendered by the possibilities held out of economies in working, improvements in services, and all-round reductions in fares. The principal consideration of the then government, however, appears to have been that, for political and financial reasons, the Swiss trunk railways ought not to be left in the hands of private companies which were at the mercy of speculative shareholders, many of them foreigners. This was stated to be the determining factor in the decision to buy all the important private main-line railway systems in Switzerland, and to work the lines on account of the Confederation.

The Swiss Federal Railways (Schweizerische Bundesbahnen or Chemins de fer fédéraux) came into being on January 1, 1902, when the following systems were acquired:—

Railway	Route mileage
Aargauische Südbahn	57 km. (35 miles)
Bötzbergbahn	73 km. (45 miles)
CENTRAL (Centralbahn)	328 km. (204 miles)
NORTH-EASTERN (Nordostbahn)	697 km. (433 miles)
Wohlen-Bremgarten	7 km. (4½ miles)

The following were added on July 1, 1902 :—

Toggenburgerbahn	25 km. (16 miles)
UNITED SWISS (Vereinigte Schweizerbahnen)	269 km. (167 miles)

On May 1, 1903, additional important acquisitions were:—

Brünigbahn	57 km. (35 miles)
JURA-SIMPLON	889 km. (552 miles)

These left outstanding only one of the five main systems, namely, the Gotthard Railway, which was taken over on May 1, 1909:—

GOTTHARDBAHN	273 km. (170 miles)

Since that time no major acquisition has been made. The following are the only other State purchases to date:—

Railway	Date of purchase	Mileage
Geneva-La Plaine (P.L.M.)	January 1, 1913	17 km. (11 miles)
Neuenburger Jurabahn	July 1, 1913	38 km. (24 miles)
Tösstalbahn	January 1, 1918	39 km. (24 miles)
Wald-Rüti Bahn	January 1, 1918	6 km. (4 miles)
Seetalbahn	January 1, 1922	52 km. (32 miles)

The Federal Railways did not take over any of the *Nebenbahnen* (secondary lines) owned by other companies than the "big five," and has since shown no desire to do so. Many further railways have been built since nationalisation. They are chiefly branches into the valleys off the main routes, but a few are of greater importance. There are now 106 *Nebenbahnen*, of which 39 are of standard gauge, totalling 492 miles, and 67 are narrow gauge, totalling some 1,000 miles. Of the standard-gauge ones the Berner-Alpenbahn Bern-Lötschberg-Simplon (73 miles) is particularly noteworthy, as it is actually a full-sized line, like a main line, and forms with the Federal lines an important connection between Germany and France and Italy *via* the Simplon. Other large secondary lines, some of main-line type, are the Bodensee-Toggenburg (41 miles), the Berne-Neuchâtel (27 miles), and the Südostbahn (31 miles), as well as the lines, many under a common management, in the Canton of Berne, totalling some 186 miles.

Of the metre-gauge lines, the most important is the Rhaetian Railway, which traverses the entire Canton of Graubünden or Grisons, and now include the Chur-Arosa and Bernina lines, making a total of 245 miles. There are also the Furka-Oberalp (60 miles) and the Visp-Zermatt (27 miles), partly rack-rail. The Appenzell Railway (16 miles) and various lengths in Vaud, Fribourg, and Ticino complete the total.

Although these secondary railways are not owned nor worked by the Federal authorities, some of them are far removed from being entirely private enterprises in the British sense of the term. Certain of the lines were built by individual Cantons and are subject to special financial guarantees, so that in some cases the Cantons would welcome nationalisation to relieve them of the financial burden of making good the operating losses. The Lötschberg Company, although owning only 73 miles, operates a system of 156 miles that includes several of the so-called "Berne Decree Railways"—lines built and worked under special guarantees from the Canton of Berne.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

A.T.C. on L.M.S.R. Southend Line

Great Western Railway,
Signal & Telegraph Engineer's Office,
80, Caversham Road, Reading. December 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the short article on page 634 of your issue of December 5, it is stated: "For the first time on a British railway with A.T.C., fogsignalmen are being dispensed with on the section now equipped."

This statement is not in accordance with fact, or is misleading, as when A.T.C. was introduced on the Fairford branch of the Great Western Railway on December 1, 1906, not only were fogsignalmen dispensed with, but the distant signals were taken away and the line has continued to be so worked since that date.

Yours faithfully,
A. W. WOODBRIDGE
Signal & Telegraph Engineer

Railway Re-Organisation

London. December 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Once more the value of the technical press looms to the fore at a time when transport problems are causing anxiety. Both yourselves and *Modern Transport* are vitally concerned with the need to represent views based on unbiased opinion on technical matters, and in doing so can be delightfully free from all political flavour. May I congratulate you and your contemporary on recent leading articles?

The railways of this country, with a background of more than a century of progressive development, and strenuously-obtained experience, are expected within a matter of three weeks from now to operate without a definite programme of functional responsibility. It has been asked, "Who does the thinking in the future?" and I feel inclined to add, "to what extent will the experienced railway officers in the various regions, from the C.R.O. downwards, be allowed to think?"

The Economist, *The Times*, and *The Financial Times* all express fears that there may be some risk of over-centralisation instead of guarding against it. In subscribing to these views, I hope that the practical members of the Railway Executive will ensure that nothing shall be allowed to detract from the scope, power, and initiative of the many experienced railway officers who are willing to give of their best service if given the opportunity. Courage is required at this moment, and it would be a calamity if this were suppressed by some motive influenced by politics instead of by sheer British common sense.

Yours faithfully,
TRAFFIC OFFICER

Scottish Railways and "Grouping"

Escrick Park,
York. December 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have read with interest Mr. Montague Smith's letter in your December 5 issue on this subject, and as I was connected closely with negotiations at the time of the passing of the Railways Amalgamation Act, and also with the running of the East Coast trains between Berwick and Edinburgh, I am taking the liberty of correcting some of the statements he makes.

On the first of these points, the actual reason why the amalgamation added the Scottish railways to the English companies most closely connected with them was because the Scottish companies alleged that they could not carry on without the help of their English partners, and that is why four groups were formed by the Act instead of the original Government proposal that there should be seven.

The running of the East Coast trains between Berwick and Edinburgh was owing to a claim by Mr. Conacher, at that time North British Manager, to terminate the arrangement of 1862 giving the North Eastern powers to run the East Coast trains between Berwick and Edinburgh; and that they should run them with North British engines.

They were allowed to try this, but their engines were not strong enough for the loads and they were double-headed; but even then many of them arrived at Berwick with the smokebox doors red hot. I was at Berwick at the time, to find out what actually happened.

When Mr. Conacher died and Mr. G. B. Wieland succeeded him, they dropped the plan by agreement between Mr. Wieland and Mr. Henry Tennant, and the North Eastern resumed hauling the trains till the 1931 Act amalgamated these two companies.

Yours faithfully,
H. A. WATSON

Cleaning Fires *en route* in India

Jodhpur Railway, Jodhpur (Rajputana),
India. November 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your issue of October 3 a letter from Colonel Kenneth Cantlie credits this railway with a satisfactory design of ashpit for fire-cleaning while *en route*. It appears that Colonel Cantlie's memory is at fault. A design for an ashpit at engine sheds is in use which approximates to his description, but this type is not used on running lines.

For the latter we have been using a cast *in situ* cement concrete pit, the rails being carried on the side walls. The pit itself is 1 ft. 9 in. deep below rail seat, 18 ft. long, 2 ft. 5 in. wide at the top, and 1 ft. wide at the bottom. These have not proved satisfactory, as the concrete tends to break up with the heat from the ashes after about 18 months' service. Replacement involves occupation of the track for some time.

We are about to try a pre-cast sectional pit and, when material is again available, shallow trays of mild-steel sheet fitted between the rails on top of the sleepers, but a really satisfactory design is still to be achieved.

Yours faithfully,
O. W. H. ROBERTS

Magnitude of the British Railway System

Frognal, N.W. December 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your December 5 issue, "Allegheny" contends that the Pennsylvania system is a unified enterprise, handling more freight than the British railways. He might have gone further and pointed out that the Association of American Railroads asserts that co-operation among the U.S.A. railways has created "a nationally unified system" out of mileage owned by a larger number of companies. This has required a high degree of uniformity, or standardisation, of engineering, mechanical, operating, commercial, and accounting practices.

The process goes on continuously. The A.A.R. has separate departments, with a permanent staff, dealing with technical research. Its Car Service Division supervises the distribution of wagons for the whole country. Its Bureau of Explosives formulates regulations for the carriage of dangerous goods, which are binding on all common carriers. The Accounting Department of the A.A.R. works with the Interstate Commerce Commission in settling a uniform system of railway accounts, records, and reports.

Another invaluable branch of the A.A.R. is the Bureau of Railway Economics, whose reports contain more statistical information about railways than the law requires, but are, as a rule, circulated freely.

Until the Transport Commission and the Railway Executive have had the benefit of similar machinery for a number of years, it seems premature to speak of the British railways becoming a unified system.

Yours faithfully,
R. BELL

The Scrap Heap

The question: "Will the H.Q. of the N. Ireland Transport Board now be known as the Vatican?"—*From "The Commercial Motor."*

* * *

INFORMATION SERVICES

The number of persons employed at embassies and legations and engaged on information services is 1,235, made up of 236 United Kingdom based and 999 locally engaged. In addition there are 1,088 persons employed at consulates and other posts, of whom 120 are United Kingdom based and 968 locally engaged. The total of 1,967 locally engaged staff includes part-time workers and 530 employed on subsidiary duties, on messenger, cleaning, and similar duties. The total annual cost of such work at oversea posts, including operational charges, is £1,470,062.—*Mr. Hector McNeil, Minister of State, in the House of Commons on December 8.*

P.R.O. FOR P.R.Os.

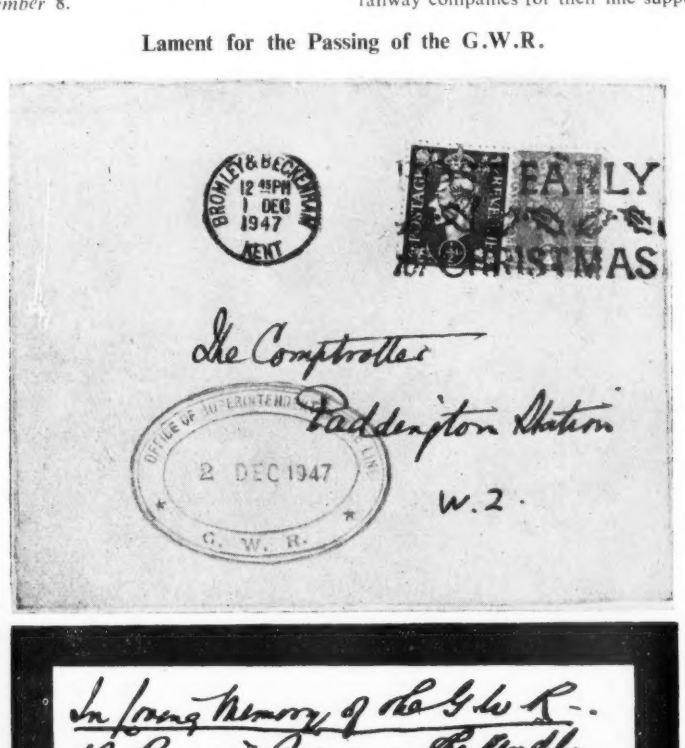
Attacks which have been made recently on the usefulness of public relations officers suggest that these defenceless citizens badly need a champion. Surely a public-spirited man will step forward (undeterred, it may be, by an honorarium of £2,500 per annum) to act as the P.R.O. of P.R.O.s? The high moral standing of such a post might even tempt—*Mr. P. S. Harper, in a letter in "The Times."*

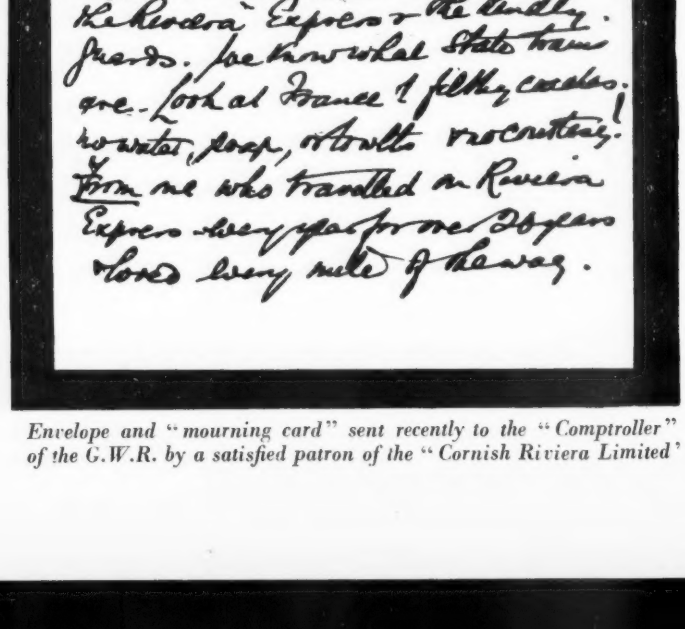
* * *

RAILWAY WORKERS HELP SAVINGS DRIVE

Railway workers throughout the country are contributing to the "Silver Lining" Savings Campaign through nearly 3,000 savings groups. At a meeting in London between Savings officials and representatives of the four main-line railways it was stated that despite many post-war difficulties there were still 850 savings groups among G.W.R. employees, and it was hoped to bring this number up to 1,000. Mr. E. C. H. Jones, Secretary of the National Savings Committee, thanked the railway companies for their fine support.

Lament for the Passing of the G.W.R.





Envelope and "mourning card" sent recently to the "Comptroller" of the G.W.R. by a satisfied patron of the "Cornish Riviera Limited"

100 YEARS AGO

From THE RAILWAY TIMES, *Dec.* 11, 1847

NORTH and SOUTH-WESTERN RAILWAY: HARROW to BRENTFORD.—Capital, £100,000, in 5,000 Shares of £20 each. Deposit, £2 per Share.

PROVISIONAL COMMITTEE.

W. Chadwick, Esq., Montague-square, Chairman.
Charles Hill, Esq., Sheriff of London.
Henry Broadwood, Esq., M.P., Whitehall.
B. Edgington, Esq., Lavender-hill.
J. D. Lowden, Esq., Doughty-street.
Caleb Norris, Esq., 10, Chester-square.
Lewis Pocock, Esq., Gloucester-road, Regent's-park.
J. C. Ridgway, Esq., Rochampton Lodge.
Edward Seard, Esq., Kew.
Charles Fenton Whiting, Esq., Beaufort House, Strand.

(With power to add to their number.)

ENGINEER—George Berkley, Esq., 24, Great George-street.
SOLICITORS—W. Chapman, Esq., Richmond; Messrs. H. and W. Toogood, 22, Parliament-street.
BANKERS — The Union Bank of London.
SECRETARY (*pro tem.*)—Mr. N. Collier.

This undertaking is for the purpose of forming a junction between the London and North-Western, and the London and South-Western Railways, by which a communication is effected between Scotland and the Northern and Midland with the southern counties of England, affording a direct access—without stoppage or break of gauge—to the important town of Southampton, which has become an extensive outlet for British manufactures to all the vast and increasing markets of Persia, the East-Indies and China—the Channel Islands, the West Indies, Mexico, Turkey, Egypt, the whole of Asia Minor, Spain, Portugal, Sicily, the Greek Islands, and numerous other islands and important ports of the Mediterranean—as well as to the great commercial town and port of Havre, which has been denominated the "Liverpool of France."

* * *

Country Station

One has no need to dig deep into local history to discover traces of the great hullabaloo that stirred our neighbourhood when it was proposed to send the main London-to-Worcester line along our way.

At the time it must have been hard to say which was the more unthinkable: that the quiet river valley should be violated by steam-engines puffing clouds of black smoke over its cornfields or that the Duke, that omnipotent landowner and benefactor, should be cut off from a large part of his estate by an immense embankment and an ineradicably permanent way . . . .

The result was, as one sees to this day, a series of sheds and barns forming a homestead, grouped about and subservient to the signal box, which for all its breezy eminence and row of bright levers is as cosy as most old-fashioned farm kitchens and has, indeed, exactly the same sort of blackleaded grate, smooth fender, and brass-knobbed oven as those that twinkle from the pages of Beatrix Potter . . . .

Even to-day one has the impression that it is only when the London train pulls in that caps are snatched and waistcoats buttoned and some sort of businesslike act put on for the benefit of strangers, so that the ceremony of stopping the train in three sections at the inadequate platform may be gone through with a modicum of official dignity . . . .

And now comes the moment when, if the passenger's bicycle is at the station, he will retrieve it from the shed where the machines are tethered, like cows, in slots; and he may ask to borrow The Pump, a magnificent brass affair with a foot-long proboscis and "G.W.R." engraved on its bulging side. Alternatively, if he chooses the footpath he may walk a mile and still hear the engine puffing along beside Wychwood Forest while he is admiring the autumn crocus in the cool undergrowth of Duke's Wood.—*From an article, "Beware of Trains," by David Green, in "The Manchester Guardian."*

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Summer Service Improvements

Preparations have been made to cope with the heavy passenger traffic expected this summer. From November 24 the passenger train service between Johannesburg and the coastal resorts has been strengthened and speeded up. Departure times have been altered so that all important trains leave starting stations on the hour or half-hour.

One of the principal speed improvement affects the Johannesburg—Cape Town train *via* the Free State. This service has been relieved of all local work between De Aar and Cape Town, and runs as a fast passenger train between those two points. The 10 p.m. train from Johannesburg to Cape Town *via* Kimberley, and the 9.30 p.m. *via* the Free State, operate daily. In the reverse direction, trains leave Cape Town for Johannesburg daily at 8 p.m. *via* Kimberley, and 10 p.m. *via* the Free State. There are four trains a week between Johannesburg and Mossel Bay, and separate daily trains to Port Elizabeth and East London.

Wagons Ordered from Canada

A large order for rolling stock for the South African Railways has been placed in Canada. This brings the total number of wagons ordered from Canada this year to 4,000. In addition, Canadian manufacturers are supplying the railways with 200 goods vans. The previous order placed in Canada for 2,000 wagons and 200 vans involved an expenditure of £2,477,600.

Another order for axles and wheels has been placed in the United States. Earlier this year orders were placed in Great Britain for wheels and axles to the value of nearly £1,500,000. There are now more than 10,000 wagons on order for the railways, and about 5,000 are being built in South Africa. Altogether, the railways intend adding about 25,000 new wagons to their rolling stock strength to bring it up to 90,000 goods vehicles by 1952.

INDIA & PAKISTAN

West Bengal to Assam Link

To provide direct railway communication between West Bengal and Assam, a decision to undertake immediate work on the construction of a 200-mile metre-gauge railway line at a cost of Rs. 4½ crores (£3,375,000) was reached at a conference at Delhi between the Government of India and the governments of West Bengal and Assam. The Government of India has decided to take over immediately the company-managed Darjeeling Himalayan Railway, and to convert it from a narrow-gauge to a metre-gauge line. The necessary notice has been served on the company.

The construction work, it is learned, would begin at Kishanganj, in the Purnea district of Bihar, and run up to Saptagram in Assam *via* Bongra, Madarihat, Hassima, and Rajabhatkhawa. The line would traverse Cooch Behar, on the western border of Assam, and, passing through Bagrakote and Siliguri, to Kishanganj, would provide a connection to Calcutta *via* Barsoi, Katihar and Manihar Ghat. At Manihar Ghat, the Government of India has decided to construct a bridge over the Ganges, to link up with the E.I.R.

It was agreed at the conference that the portion of the railway system in Assam would be administered from a head office in that province. In regard to the lines falling within West Bengal, representations have been made for the formation of a separate unit with operational headquarters in Calcutta.

Transit Camps for Transferred Staff

The Government of India has established transit camps at three centres in Calcutta for the accommodation of all categories of staff on the Eastern Bengal Railway (Pakistan) who elected to serve in India. At these transit camps, food is supplied to evacuees at special reduced prices. A transfer inquiry office also has been established near the public inquiry office at Sealdah Station, and trains arriving there are met by a representative of the transfer office to help staff who have chosen service in India.

Army Command H.Q. Train

To ensure mobility, efficient control, and command of troops operating in the Delhi East of Punjab area, a new tactical headquarters has been set up in a railway train which moves between Amritsar and Delhi. In the history of the Indian Army, this is the first time that a mobile tactical headquarters has been arranged as a self-contained unit in a railway train.

The Command train, composed of 14 bogies, has operational and intelligence rooms, as well as signal and cypher detachments, and also carries defence troops. It has vans for motor transport to meet emergencies, rations for the period of tour and medical supplies.

It is expected that the train will not only provide improved control of refugee movement and of troops engaged in the task, but also will help to spread confidence among the people.

BURMA

Reconstruction Progress

Progress is being made with rebuilding the line to Yen, another five miles of the Ywataung-Alon section having been linked up during October. Preliminary work was completed towards extending services from Bridge 122 to Kyangin on the line from Henzada.

Main-Line Traffic Interrupted

For about a week during October, traffic on the Rangoon-Mandalay line was restricted to the Rangoon-Thazi and Mandalay-Kume Road sections on account of breaches on the intervening portion. Through running was restored on October 17.

Third Class Sleeping Car

As from October 3 third class sleeping accommodation has been provided on No. 31 up on the Rangoon-Sittang West run. The innovation has proved very popular, the average occupation of berths daily being 27 out of the 30 available.

Indians on Burma Railways

The Chief Commissioner, Burma Railways, issued a notice in October urging all Indian employees of the railways, including labourers, to choose between Burmese and Indian citizenship, and to inform the authorities forthwith so that arrangements regarding settlement of dues, passage to India, and, if possible, employment with Indian railways might be made for those who wish to return to India.

In view of the serious setback to reconstruction and operation of services that would ensue on the Burma Railways due to the sudden withdrawal of a large number of Indian employees, the railway administration suggested that the Government of Burma might grant special short-term contracts to Indian nationals after fulfilment of the present contract.

WESTERN AUSTRALIA

Results for Third Quarter

A comparative statement is given below of the financial results for the three months ended September 30, 1947, and 1946:—

	Three months ended September 30	
	1947	1946
	£	£
Earnings	1,160,700	1,010,100
Working expenses ...	1,266,890	1,079,093
Deficiency	106,190	68,993
Interest	260,100	257,500
Loss	366,290	326,493
	Per cent.	Per cent.
Operating ratio ...	109·15	106·83

There was a satisfactory increase in earnings when the two periods are compared, but working costs continued to rise, due largely to uncontrollable expenditure; and in the absence of Government authority to increase rates, the presentation of a balanced budget under present conditions is impracticable.

As an instance of some of the unpreventable increases in costs which have been imposed on the department since 1938, a statement published in the Commissioner's annual report for 1945-46 showed the following annual increases over which he had no control:—

	£ (per annum)
Basic wage and award increases ...	595,000
Sick leave to wages staff	20,000
War loading	64,000
Superannuation	98,000
Pay toll tax	70,000
Coal price increases	144,000
Sleepers	50,000
Increased prices of stores and materials generally	80,000
Additional public holidays to wages staff	100,000
Penalty rate for night work (wages staff)	26,000
	1,247,000

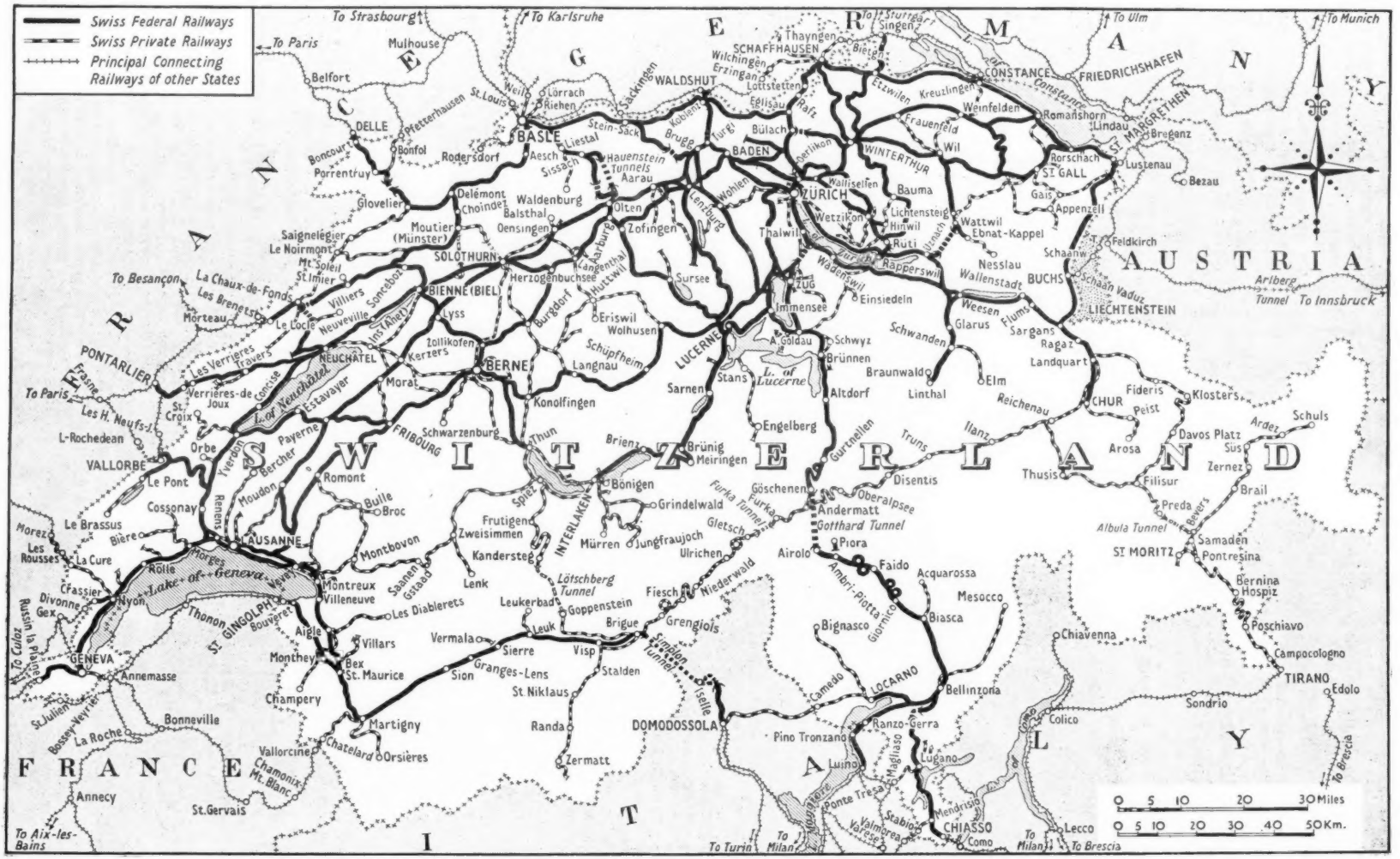
Since the above statement was prepared there have been further increases in the basic wage, and costs of materials generally have risen still higher, while from January 1, 1948, a 40-hr. week for wages employees will be adopted by industry generally throughout the State, the implications of which on the financial position have not as yet been determined fully by the administration.

UNITED STATES

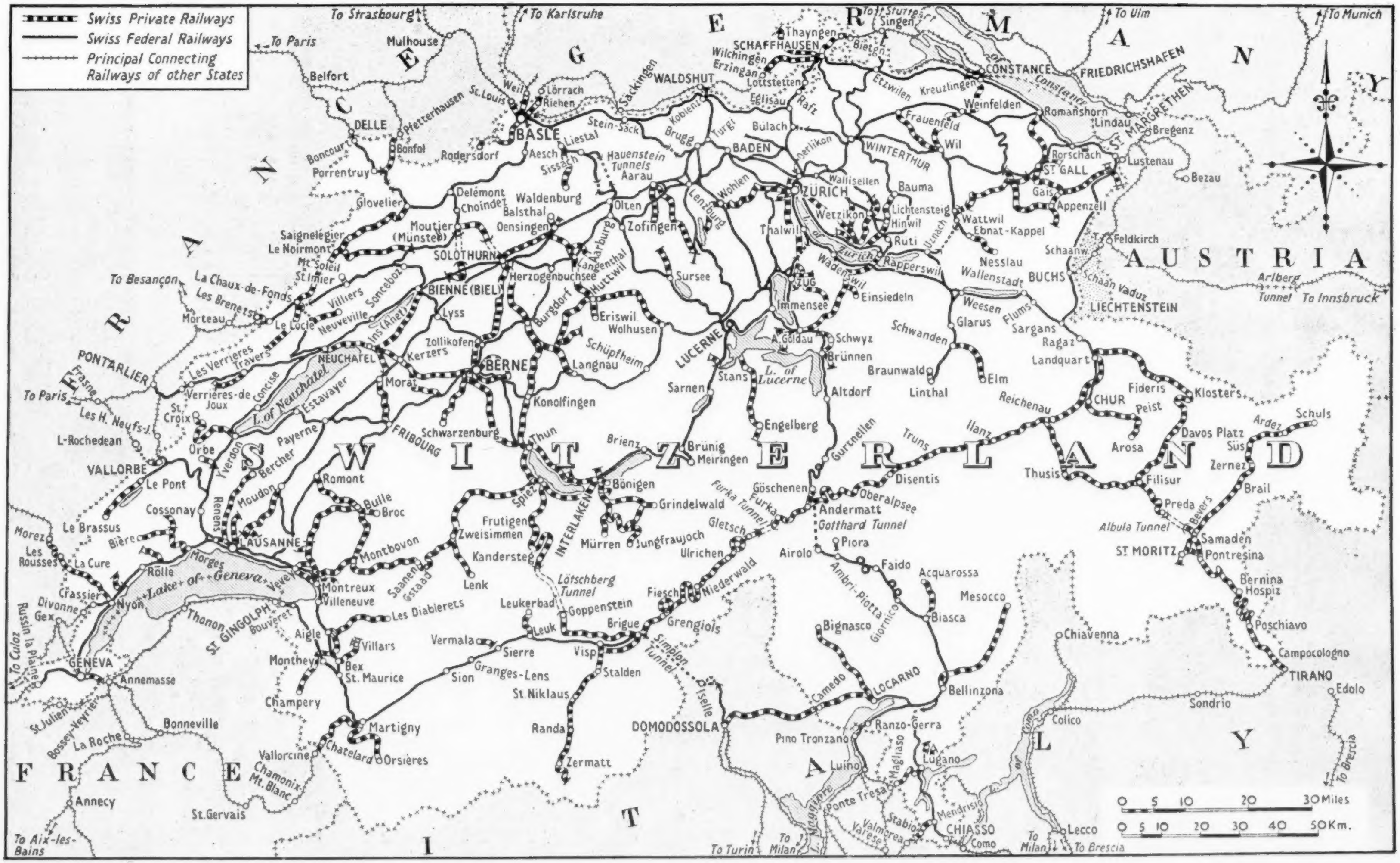
New Rolling Stock for Pennsylvania

A new series of 21 passenger cars is being delivered to the Pennsylvania Railroad by the American Car & Foundry Company. Each car contains two lounge compartments in addition to the normal seating, and is lit by continuous fluorescent strip lights installed below and above the luggage racks. A single-channel public address system is provided in every vehicle, feeding two loudspeakers per car. An electro-mechanical air-conditioning installation is included in the equipment of the new stock, which is decorated internally in three alternating colour schemes of red, blue, and green.

The Railways of Switzerland



The extent of the Federal Railways system, comprising 1,812 *route-miles, which, it will be noted, is primarily in the industrial northern part of the country, together with the two great Alpine tunnel routes to Italy*



The private railways of Switzerland, totalling 1,800 route-miles, showing their preponderance in the southern part of the country (see editorial article, page 666)

Blanketing of Track, Southern Railway

(See article on opposite page)

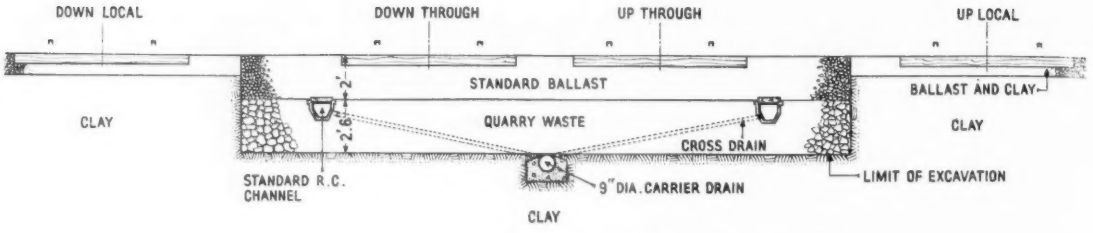


Fig. 1—Typical cross-section of blanketing at Paddock Wood

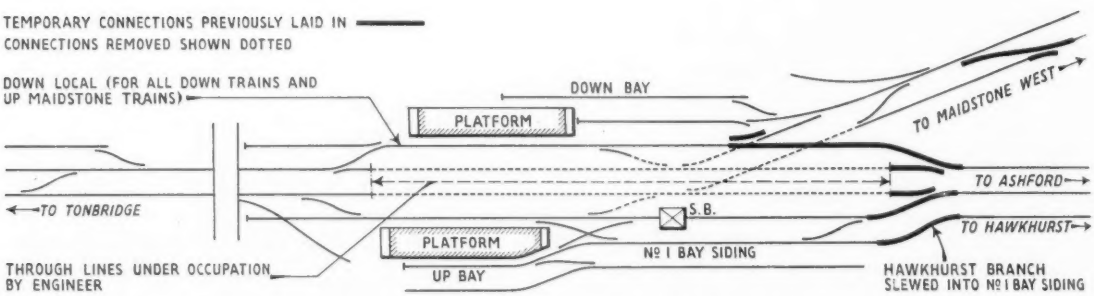


Fig. 2—Temporary track layout at Paddock Wood

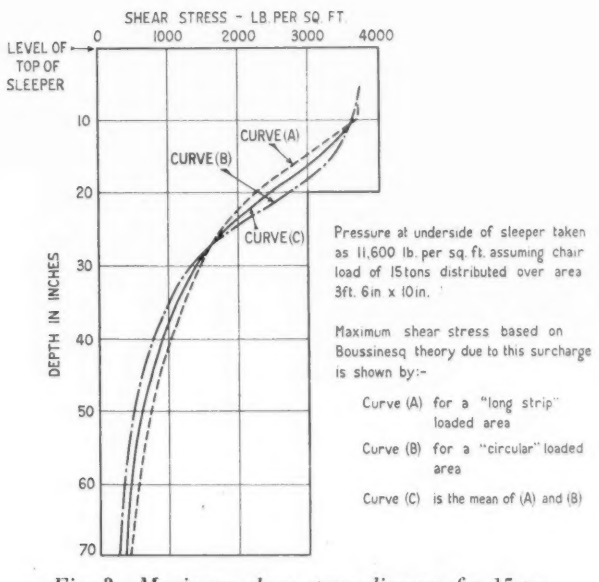


Fig. 3—Maximum shear stress diagram for 15-ton chair loads

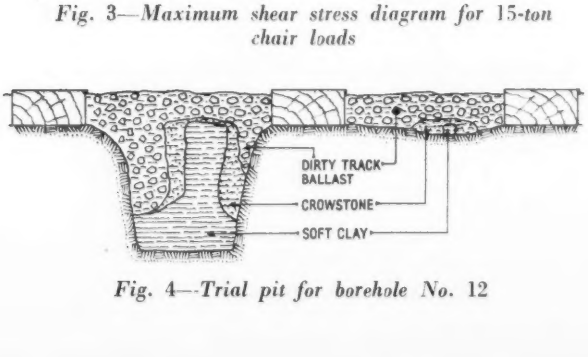


Fig. 4—Trial pit for borehole No. 12

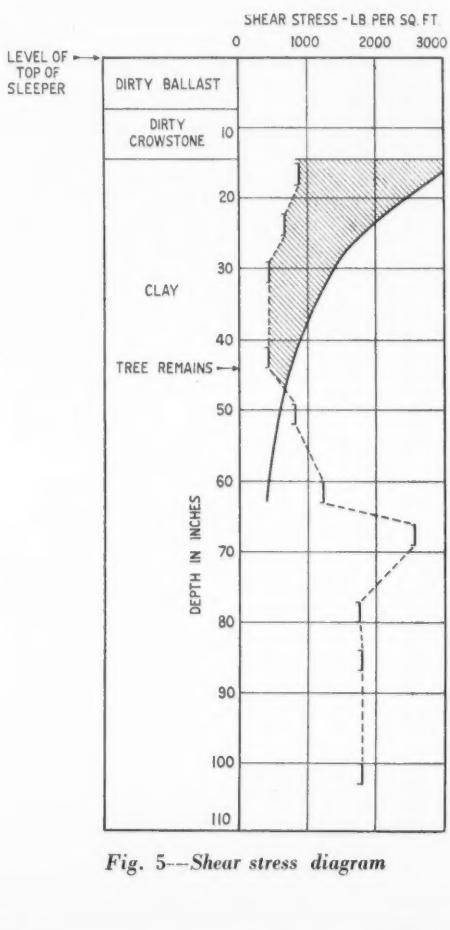


Fig. 5—Shear stress diagram

Blanketing of Track, Southern Railway

Methods of dealing with soft formations at Paddock Wood and Clapham Junction

PADDOCK WOOD on the main line of the former South Eastern & Chatham Railway, from Tonbridge to Ashford, opened in 1842, is the junction for the Maidstone line and the Hawkhurst branch. There are now four lines through the station, but only the up and down loop lines are provided with platforms. The station, sidings, and goods yard are all built on made ground, on the site of a former marsh, and the filling is largely Weald clay imported from borrow pits, adjacent to the main line, on the Ashford side of the station.

Typical "soft formation" conditions have been apparent at this site for many years. The symptoms of this trouble are:

(*a*) Sleepers going down irregularly, very soon after being packed, and voids developing under them.

(*b*) Track difficult to keep in alignment.

(*c*) Water not draining from under the sleepers, because of clay and mud fouling the track ballast.

The trouble, which occurs over a length of about 1,800 ft. on the up and down through lines particularly, and also over the Maidstone line junction, and between the platforms, has become more serious in recent years, as loads and speeds have increased. In wet weather, maintenance has become particularly difficult, and speed restrictions have had to be imposed from time to time, when faults have developed more quickly than they could be corrected by normal maintenance methods.

In view of these conditions, it was decided to carry out a site investigation, by putting down boreholes at selected positions, and testing the strength of samples of clay obtained from different depths in these holes. The holes were normally placed between sleeper ends, as close to a rail as practicable. The track ballast and stony ground were first dug out, and then the hole was continued in the clay with a 5 in. dia. post-hole auger. Descriptions of the ground met with were made, and "undisturbed" cores of the clay were taken with 1½ in. dia. brass sampling tubes, which were pushed into the bottom of the hole at close intervals. The samples were ejected from the tubes, prepared in the usual manner, and tested on the site, with a portable apparatus, for compression strength as unconfined cylinders about 3 in. long. The results of the tests were converted to shear strength, on the usual assumption that shear strength is equal to half the compression strength. This is in accordance with the theory for a cohesive material, and has been found to be substantially true by test in many cases.

Diagrams of the results were then prepared, of which a typical example is illustrated in Fig. 5. These diagrams compare the shear strengths of the clay at different depths with the maximum shear stress in the clay brought about by traffic. The stress has been estimated by the Boussinesq theory for a load applied to the surface of an elastic, isotropic mass. It has been assumed that the maximum load on a chair, occurring frequently enough to be significant, is 15 tons. This is based on the measured values of the chair loads found in the tests with concrete sleepers on the L.M.S.R., at Cheddington.

Fig. 3 shows in broken lines the maximum shear stress resulting from such a load applied either on a "long strip" type loaded area, or a "circular" type loaded area, as these are the two shapes for which the theory has been worked out. The full line is the mean of these two cases, and has been reproduced on the borehole diagram.

The hatched area in Fig. 5 indicates clay which, according to the theory, is overstressed, and therefore liable to be deformed whenever the 15-ton chair load materialises. The duration of 15-ton values of the chair load is short, being made up partly of hammer blow, and partly from hard packing. Deformations arising from it will be small for individual occurrences; but where the degree of overstress is large, as in Fig. 5, lesser values of this chair load may be expected to produce movement, and the frequency of occurrence, and therefore the cumulative total movement, will be greater. The coefficient of variation for all samples from a given depth zone over the whole site was of the order of 35 per cent.

The movement produces upheavals of clay in the areas not subjected to load, and depressions under the loaded areas (*i.e.*, the chairs). Fig. 4 shows an upheaval that was noticed in commencing the excavation for borehole No. 12, the shape of which was plotted as the excavation was continued. It is interesting to note how the crowstone (the local name for an extremely friable sandy gravel) still covered the sides of the clay tongue. The top of a narrower tongue was found in the next sleeper bay. The conclusion was reached that the repeated overstress of the clay caused the eruption of tongues of various shapes and sizes into the track ballast, where they softened down almost to slurry and blocked the drains, and had parts continually eroded from them, and spread into the track ballast by maintenance operations, thereby fouling the ballast.

Mechanical excavator at work on the down through line, Paddock Wood

In a borehole put down in a part of the track well clear of the troublesome length, on the London side of the station, the clay just failed to be overstressed. Moreover, it was covered with a thick layer of sand. The track ballast, although dirty, was well-drained, as there was a high shoulder to the track at this point.

As a result of the investigations, it was decided to remove the soft clay down to 4 ft. 6 in. below the tops of the sleepers, and replace it with quarry waste for the bottom 2 ft. 6 in. depth, and with track ballast above. At the depth of 4 ft. 6 in., it was felt that the clay, although still soft in most parts of the site, would have sufficient strength to carry the much reduced

stresses at that depth without deformation. Waste from the company's quarry at Meldon, near Okehampton, was chosen for the bottom layer, so as to provide a good blanket through which clay grains would be unlikely to work up, owing to the smallness of the voids in the quarry waste, which is equivalent to a fine to medium sand in grading. The amount of quarry waste required was such that a stock pile was formed at the site.

The theoretical stresses in the ground, as calculated, depend on the clay having the same elastic properties as the track ballast and quarry waste. It is probable that in practice the elastic properties vary considerably in the different layers, which may tend to relieve the stresses in the clay, but there is, as yet, little information available on this point. It was therefore considered unwise to reduce the depth of excavation.

As a preliminary measure, and to permit of improved drainage, the point rods running from the signal box between the up and down through lines were removed, and nine sets of switches, at the Tonbridge end of the station, were converted to power operation. The cross-over at this end was re-positioned nearer Tonbridge. Both these alterations are permanent. The temporary connections shown in the diagram were then laid in. All traffic was diverted over the platform lines, which necessitated single-line working on the down line for the Maidstone trains. The track from the through lines was lifted in 60 ft. lengths into rail bogies by a 10-ton steam crane, and the point and crossing work, as it was to be re-used, was removed from the site on Diplory trollies.

A Ruston Bucyrus 19 crowd-shovel, assisted, where necessary, by a small drag line, was used for the excavation, which started at the London end of the down through line. The spoil was loaded into wagons which were discharged at a tip at Ashford with a truck discharger. The excavated material amounted to about 4,000 cu. yd. The quarry waste was filled back by hand from common user wagons concurrently with the excavation. After the dust had consolidated, a layer of ballast was spread by hand and the track replaced, the remainder of the ballast being discharged from hopper wagons, and the track lifted as necessary. The up through line was dealt with in a similar way.

On completion of the work, the ballast was tamped by a Swiss tamping machine, loaned by the L.N.E.R., with a view to cutting down as far as possible the period over which a speed restriction would be required, and the junction was restored.

Slab Blanketing at Clapham Junction

Work of a similar kind has been carried out recently on the up main through line of the Western Section, between Clapham Junction and Earlsfield, where maintenance difficulties of the same type have been encountered. Approximately 1,100 ft. of track have been dealt with, as the first stage of a comprehensive scheme of blanketing and drainage. The greater part of this section is in a cutting, where the water table is known to be high in the winter months, and, on the up side, there is a retaining wall, which complicates the drainage arrangements.

It was decided to excavate down to sufficiently firm clay, 3 ft. 9 in. below rail level, and to lay precast concrete slabs between a 12 in. blanket of quarry waste and the ballast. These slabs are 10 ft. long, 4 ft. wide, and 6 in. thick, and weigh 2 tons each. A Ruston Bucyrus 19 drag line and bulldozer were used for excavating, and the wide six-foot way allowed the crusher dust and ballast to be unloaded by a grab from wagons on a parallel road. The work was completed in five week-ends with two possessions of 25 hours, and three of 21 hours.

A precast channel 1 ft. 8 in. wide × 1 ft. 5 in. deep, with the top level with the top of the slab, was laid at the same time, and covered with short lengths of sleeper. This arrangement left only a small depth of ballast to be removed for the subsequent laying of the permanent drainage, which consisted of a 9 in. diameter earthenware pipe bedded on Meldon dust inside the channels. A 12 in. × 3½ in. steel channel fixed to the slab ends, parallel to the rails, prevented ballast below the track from spreading as the pipe was laid.

Unloading of quarry dust into the excavation on the down through line, Paddock Wood

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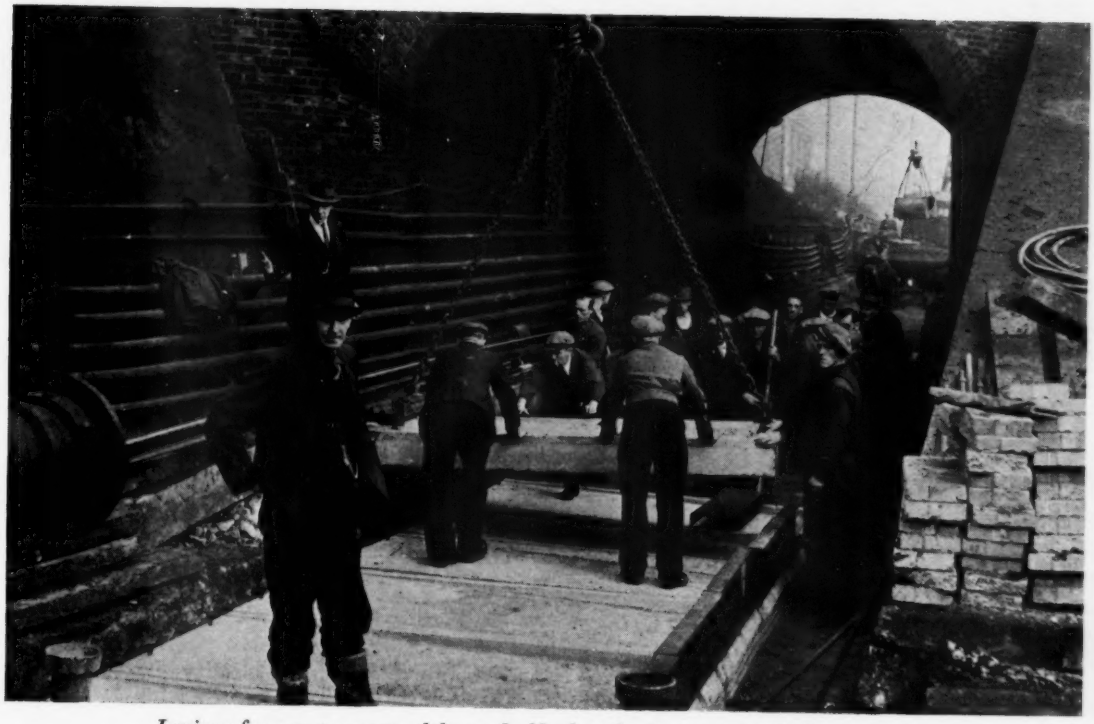
U.S. Railways Seek Higher Rates Increase.—The U.S. Railways on December 4 asked the Interstate Commerce Commission to amend their petition for higher freight rates to a 30 per cent. increase over the levels in effect last summer, instead of the 27 per cent. originally applied for. The new request follows recent wage increases. The additional 3 per cent. requested will, if granted, provide enough additional revenue on the basis of expected 1948 traffic to cover the $165 million annual increased operating costs.

Blanketing of Track, Southern Railway



Laying of pre-cast concrete slabs on the blanket of quarry waste, Clapham Junction

Unloading ballast on to the concrete slabs, Clapham Junction

Relaying of track, after blanketing and ballasting, Clapham Junction

Inspection Cars and Gang Trollies

A review of various cars and trollies recently ordered from D. Wickham & Co. Ltd. by home and overseas railways

Type 30 inspection car

A WIDE range of motor inspection cars and gang trollies is covered by orders received recently by D. Wickham & Co. Ltd., of Ware, Herts.; it extends from lightweight single-seat trollies to senior officials' nine-seater inspection cars of luxury type.

A number of modified type 40, senior officials' inspection cars has been ordered by the South African Railways; this car is one of the most popular and successful of the Wickham models, and has been in regular production for some years. The type 40 has been built for various gauges and conditions of service, and among the countries where it is running are South Africa, Egypt, Sudan, Rhodesia, Nigeria, Sierra Leone, Argentina, Chile, Venezuela, Brazil, Australia, Belgian Congo, and Portuguese West Africa.

There are four standard variations of the basic design, namely, the enclosed saloon with either six or nine seats, and the tropical open pattern, also with the option of seating for six or nine persons. All seats are fully reversible, and have swing-over backrests which automatically tilt the seat to the same angle in either direction; the backrests are the same on both sides, giving a bucket-seat effect either way.

The power unit of the type 40 car is the Ford "V8" 30 h.p. R.A.C. rating (85 b.h.p.) engine, with 4-speed industrial-type heavy-duty gearbox, and carden shaft drive to bevel-geared final drive and reversing box on the rear axle; the reversing mechanism is vacuum operated. Motorcar-type controls and fully equipped instrument panels are provided at each end; all control levers and pedals are detachable for transference from one end to the other, and this has the double advantage that it eliminates risk of interference by passengers at the rear end, and also makes extra floor space available for luggage. The engine and transmission are entirely below the floor, which is flush throughout.

The longest possible wheelbase has been used, and long laminated underslung springs, with self-aligning roller-bearing axleboxes, are located by radius bars instead of by hornblocks and guides. The engine cooling is controlled by radiators equally efficient in either direction of travel, and both ventilation and cooling are assisted by front and rear grids. The body and chassis are of steel, electrically welded. There is a modification of this car for narrow-gauge railways of 2 ft. 6 in. and under, in which the front wheels and axle are replaced by a small four-wheel swivelling bogie.

The 25 somewhat modified cars, designated 40A type, which the South African Railways have ordered recently, will be basically a standard No. 40. In the later cars, though, the chassis is to be 6 in. longer, and there will be a different frontal shape to still further increase the flush floor space, whilst the front radiator will allow an extra petrol tank to be installed, giving a radius of action of about 800 miles without refuelling. Two of these cars are to be fitted with resilient rubber-cushioned wheels, in which rubber is directly bonded to metal, and loaded in shear. There is no movement of rubber against metal and therefore no wear on the rubber; further, as only an extremely small area of rubber is exposed to the atmosphere, there should be no undue deterioration in adverse climates.

The New Type 30 Cars

A number of inspection cars of a new model, the type 30, have been completed for Burma, Nigeria, and Portugal, and the general construction and finish are on the same luxurious lines as the type 40 cars. The body is of the totally enclosed saloon type, steel framed, and panelled outside with sheet aluminium; the inside panelling is plywood covered with Rexine material. Four doors are fitted, and each has large full-drop windows and ventilating louvres. The car is designed to be driven from either end, and the front and rear windscreens are provided with electric windscreen wipers in front of the driver's position. A tropical open pattern also is available.

The power unit is an Austin 10 h.p. R.A.C. rating engine, with 4-speed gearbox and carden shaft drive to bevel-geared final drive and reversing box on the rear axle; the reversing mechanism is vacuum operated, and provides equal speeds in either direction of travel.

On the level, a normal cruising speed of 45 m.p.h. can be maintained, and on a grade of 1 in 25 a minimum of 10 m.p.h. with an ample reserve margin of power. Duplicate controls are fitted at each end of the car, except for the gear-change lever and the reversing valve, which are placed in a central position. The engine cooling system embodies a cowled fan and duct, with a device which automatically directs the flow of air on to the fan and radiator in either direction of travel.

Two of the Wickham standard gang-trollies, which are described later in this article, can be modified for use as inspection cars, with, again, several variations; the two basic designs are those of the type 18A heavy-duty four-wheel drive trolley, and the type 17A medium-duty type.

With the type 18A one variation has been the fitting of upholstered bench-type seats and another an 18A chassis fitted with a five-seater enclosed saloon body, and provided with motorcar-type forward controls. Based on a standard trolley, it has been designed for the South African Railways, for whom 130 are on order, of which two are to be fitted with resilient rubber-cushioned wheels. It will have a steel body, with leather upholstered seats, and haul heavy trailer loads, as with the "V8" negine and four-wheel drive, ample power will be available.

Of the range of very light inspection cars, which can be easily removed from the track or turned round by one man, the type 8B is popular, and is in service in countries of Africa and South America, as well as other parts of the world. In an improved version, springs have been fitted at each corner of the chassis to absorb vibration and rail-joint shock; it can also be supplied with resilient rubber-cushioned wheels. Apart from railways overseas, the 8B is also used by the G.W.R., for which 30 are in hand; they are to be fitted with windscreens.

The type 8B has a 350 c.c. blower-cooled four-stroke J.A.P. engine with automatic lubrication, and a blower and cowling is fitted to force cold air over the cylinder. The frame is pressed-steel channel, electrically welded, and a longitudinal seat is provided for two passengers.

For the Netherlands State Railways 22 single-seat inspection cars, of the "Flyweight" type illustrated, recently have been completed. The "Flyweight" is a lightweight trolley, simple in design and low in running cost. A 147 c.c. two-stroke blower-cooled engine is mounted at the rear of the trolley on rubber mountings, and has the blower type cooling system. Two 1¼ in. diameter steel tubular members, in the ends of which are fixed alloy steel stub ends, form the wheel mounting and cross-members for the frame; these front and rear tubes are joined by longitudinal ash members.

The basic types of Wickham gang trolley are the types 17A and 18A, which can, as previously mentioned, be modified for use as inspection cars. The 17A is a medium-duty trolley, built for all gauges, and powered by a J.A.P. 1,323 c.c. twin cylinder blower-cooled engine, with friction primary drive, countershaft, and final drive transmitted by duplex roller chain. Many type 17A trolleys are in service throughout the world, and it is standard on the railways of this country.

The Type 18A is a heavy-duty trolley, which will haul heavy trailer loads and has ample power to meet any conditions,

(*Continued on page* 683)

Inspection Cars and Gang Trollies

Type 8B very light inspection car

Senior officials' inspection car of type 40

The "Flyweight" type trolley

A gang trolley of type 18A as fitted with upholstered seats

Inspection Cars and Gang Trollies

A 5-ton loader version of type 18A trolley

A covered version of the 18A type trolley

Heavy-duty trolley, type 18A

Type 17A, medium-duty gang trolley

RAILWAY NEWS SECTION

PERSONAL

Sir Charles Newton, who was Chief General Manager of the L.N.E.R. from 1939 until June 6 last, and is now a Director of the company, has been awarded the Medal of Freedom with Gold Palm by the United States Government "for exceptionally meritorious conduct in the performance of outstanding services as Chief General Manager, L.N.E.R., from May, 1942, to September 15, 1945."

The following notification appears in the Supplement to *The London Gazette*, dated November 11, under Territorial Army—Royal Engineers: Engineer & Railway Staff Corps: Miles Beevor (384113) to be Colonel, November 12, 1947. Colonel Beevor is Chief Secretary & Legal Adviser to the British Transport Commission.

Mr. F. H. W. Robinson, hitherto Chief Accountant to the company, has left England to take up the appointment of General Manager of Thos. Cook & Son Ltd. branches in South and East Africa.

Mr. W. G. Edmonds, hitherto Dock Superintendent, Weston Docks, Hull, L.N.E.R., has been appointed Assistant Traffic Manager, Manchester Ship Canal Company.

The Council of the Institute of Transport has elected Mr. D. H. Handover, Director (United Kingdom & Eire), Swedish Airlines, to fill the vacancy on the Council caused by the election of Mr. S. Kennedy as Honorary Treasurer.

Khan Bahadur G. Faruque, General Manager, East Indian Railway, proceeded on three months leave from December 1, and Mr. V. Nilakantan, Officiating Member, Railway Board, is officiating as General Manager, E.I.R.

The Minister of Fuel & Power, after consultation with the British Electricity Authority, has invited the following to become Chairmen-designate of electricity area boards, in addition to those already announced:—

South Eastern Area, Mr. Norman Elliott; Southern, Mr. H. Nimmo; Eastern, Mr. C. T. Melling; East Midland, Mr. C. R. King; South Wales, Mr. L. Howles; Yorkshire, Mr. W. M. Lapper; North Eastern, Mr. H. H. Mullens; North Western, Mr. George Gibson.

Consequent on the appointment of Mr. George Dodson-Wells as Acting Chief Public Relations & Publicity Officer, Mr. William R. Robertson has been appointed Acting Public Relations Officer, L.P.T.B. Mr. Robertson, who is 45, joined the Underground group in 1916 in the Commercial Manager's Department. When the L.P.T.B. was formed he was in the Department of the Secretary & Treasurer, and he was transferred to the Public Relations Office on its establishment in 1935. Since 1944 he has been Senior Assistant to the Public Relations Officer.

Mr. C. M. Jenkin Jones, C.B.E., M.Inst.T., Divisional General Manager, North Eastern Area, L.N.E.R., who, as recorded in our December 5 issue, is retiring on December 31, was born in 1885, and educated at Brighton College and at Queen's College, Oxford. He joined the North Eastern Railway in 1908, and, after serving in various capacities, became, in October, 1914, Chief Clerk to the District Goods Manager, Middlesbrough. In August, 1915, he was lent by the company to the Ministry of Munitions, and, on being released from that work, he returned to the N.E.R. in 1918, as Dock Agent, Middlesbrough. In the next year Mr. Jenkin Jones was transferred to the Chief Goods Manager's Office for special work in connection with the Goods Managers' Conference and the revision of railway rates; and in 1920 he was appointed Assistant Goods Manager. He was transferred to the General Superintendent's Office in April, 1921, and in the next October was made Assistant General Superintendent, the position he held at the time of amalgamation; in April, 1923, he was appointed, in association with the duties of that post, to be Freight Rolling Stock Controller for the whole L.N.E.R. group, and in the next January was promoted additionally to be Superintendent, North Eastern Area. He was appointed Divisional General Manager for that area in 1936. In 1935, at the request of the Palestine Government, Mr. Jenkin Jones visited that country to advise and report on its railways. He has done valuable work on a number of public bodies, and in 1928, 1929 and 1932 was Technical Adviser to the British delegation to the International Labour Conferences at Geneva; in 1929 also he was employers' representative on the Committee on Automatic Couplings of the International Labour Conference. Mr. Jenkin Jones was awarded the Operating Medal of the Institute of Transport for 1933-34. He is a Commander (Brother) of the Order of St. John of Jerusalem, and was made a C.B.E. in the New Year Honours, 1947.

Elliott [*& Fry*

Mr. C. M. Jenkin Jones

Divisional General Manager, North Eastern Area, L.N.E.R., 1936-47

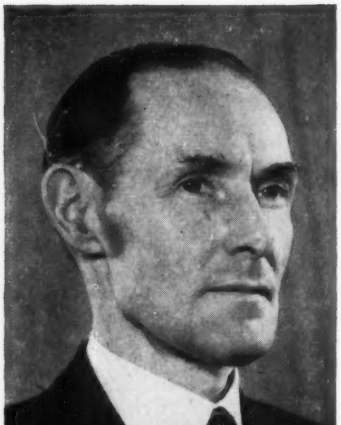
Canadian National Railways announce that Mr. Bernard Allen, General Superintendent, British Columbia District, has been appointed Manager of the company for British Columbia, a change in organisation to meet the growing demands on railway and steamship services consequent on increased industrial activity in British Columbia.

Mr. Stanley J. Dyal has been appointed a Director of Thos. W. Ward Limited. Mr. Dyal, who has had a long connection with the company, has been Chief Valuer for many years.

Consequent on the retirement of Mr. H. N. Bates, Mr. C. F. Russell has been elected Chairman & Managing Director of Specialloid Limited. Mr. L. H. Maidman, Mr. H. R. Peters, and Mr. R. A. Cuthbert have joined the board, the functional offices held by them being Secretary, General Sales Manager, and General Works Manager, respectively.

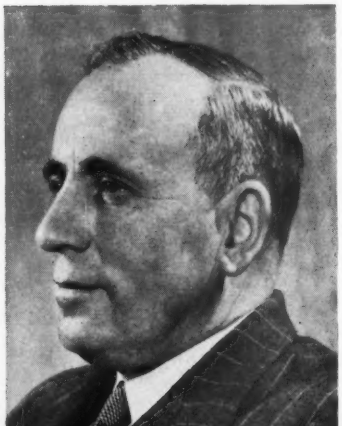
Consequent on the closing of the Canadian National Railways office at Cardiff, Mr. S. C. Shipman (hitherto District Traffic Agent, Cardiff) has been appointed District Freight Agent, London. Mr. Shipman's office will be at 95, Leadenhall Street, London, E.C.3, and his jurisdiction will cover the Home Counties, South East England, East Anglia, and South Wales.

Mr. S. B. Taylor, B.Com., F.C.I.S., A.M.Inst.T., Joint Assistant Secretary, Great Western Railway, who, as recorded in our November 21 issue, has been appointed Deputy Secretary to the British Transport Commission, entered G.W.R. service in 1915 in the Registration Office at Paddington. In 1921 he became a member of the Secretary's personal staff, attaining the position of Chief Clerk in 1934. His promotion to the post of Assistant to the Secretary came in 1939, and early in 1945 he was appointed Acting Assistant Secretary, becoming Joint Assistant Secretary later in the same year. He was recently appointed Acting Secretary of the company, on the retirement of the Secretary, Mr. F. R. E. Davis. Mr. Taylor has also held the position of Secretary of the London Midland & Scottish and Great Western Railways Joint Committee since



Mr. S. B. Taylor

Appointed Deputy Secretary to the British Transport Commission



Mr. Frank Gilbert

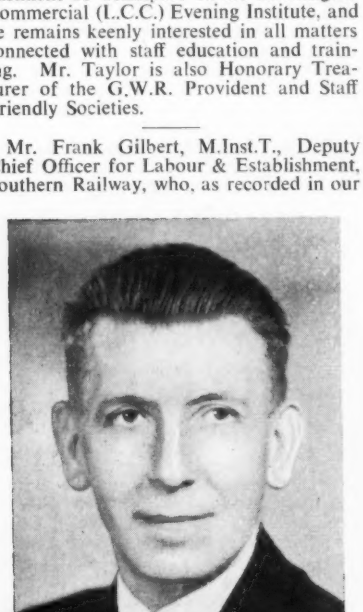
Appointed Assistant Secretary, Staff & Establishment Section, British Transport Commission

Mr. T. F. B. Simpson

Appointed Works Superintendent, Locomotive Works, Derby, L.M.S.R.

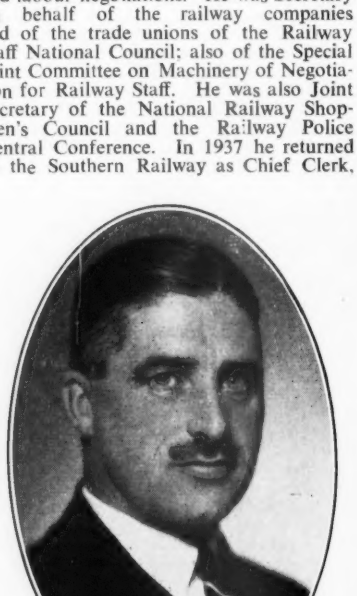
1937. He is a Bachelor of Commerce of the University of London and in 1928 was awarded by the University the Sir Ernest Cassel travelling scholarship, which enabled him to study at Columbia University, New York, and by extensive travel to gain wide experience of American business methods. He is a Fellow of the Chartered Institute of Secretaries, with which Institute he has been associated for over twenty years. He is also an Associate Member of the Institute of Transport and a member of its Examinations Committee. For some years he was Head of the Department of Transport of the Kennington Commercial (L.C.C.) Evening Institute, and he remains keenly interested in all matters connected with staff education and training. Mr. Taylor is also Honorary Treasurer of the G.W.R. Provident and Staff Friendly Societies.

Mr. Frank Gilbert, M.Inst.T., Deputy Chief Officer for Labour & Establishment, Southern Railway, who, as recorded in our November 21 issue, has been appointed Assistant Secretary, Staff & Establishment Section, British Transport Commission, joined the L.S.W.R. in 1910, and had a general outside experience before joining Sir Herbert Walker's staff in January, 1914. He served overseas from September, 1914, to April, 1919, and after return to the railway service held positions in the Publicity, Continental, and Staff Sections of the General Manager's Office. In 1928 Mr. Gilbert was appointed Secretary to the Railways Staff Conference, and during the next nine and a half years devoted his energies to various aspects of national staff and labour negotiations. He was Secretary on behalf of the railway companies and of the trade unions of the Railway Staff National Council; also of the Special Joint Committee on Machinery of Negotiation for Railway Staff. He was also Joint Secretary of the National Railway Shopmen's Council and the Railway Police Central Conference. In 1937 he returned to the Southern Railway as Chief Clerk, Office of Continental Assistant to the Traffic Manager; and in 1939 he became General Assistant to Public Relations & Advertising Officer. Soon after the outbreak of war, he rejoined the Royal Engineers, and held the appointment of Deputy Assistant Adjutant-General at the War Office. In March, 1941, he became Controller of Factory Transportation, Ministry of Supply, and in September, 1941, was appointed Assistant Director-General, Supply Services, in the Ministry, in which capacity he gave general assistance to the Director-General, and was responsible for administration matters for the Supply Services Department. On December 1, 1942, Mr. Gilbert returned to the Southern Railway to take up the newly created post of Deputy Chief Officer for Labour & Establishment. Mr. Gilbert is a Member of Council of the British Association for Commercial & Industrial Education. He attended the first and second sessions of the Inland Transport Committee of the International Labour Organisation, and



Mr. B. Spencer

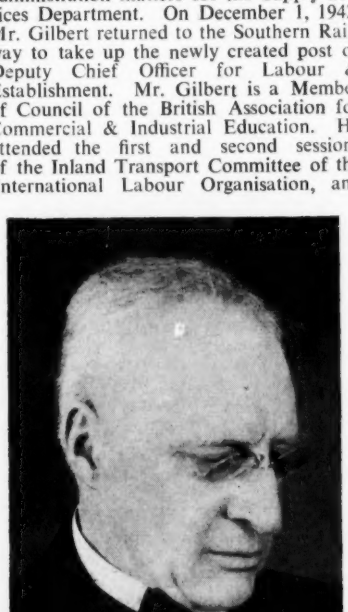
Appointed Assistant to the Chief Mechanical Engineer (Locomotive & General), L.N.E.R.



Elliott & *Fry*

Mr. H. T. Bird

Appointed District Engineer, Peterborough, L.N.E.R.



The late Mr. R. T. Glascodine

Technical Controller, George Spencer, Moulton & Co. Ltd.

has taken a special interest in staff welfare and training schemes.

Mr. T. F. B. Simpson, A.M.I.C.E., Assistant for Water Supplies & Water Softening, Chief Mechanical Engineer's Department, Derby H.Q., L.M.S.R., who, as recorded in our November 14 issue, has been appointed Works Superintendent, Locomotive Works, Derby, served a pupilage under Mr. D. L. Rutherford, Locomotive, Carriage & Wagon Superintendent of the former Furness Railway. In April, 1923, he became Assistant to Mechanical Engineer at Barrow Works, L.M.S.R., and in July of the same year was appointed Junior Technical Assistant, Horwich. During 1925-26 he acted for a period as Works Manager at Barrow, before being appointed Locomotive Inspector & General Assistant to the Mechanical Engineer, Horwich. In 1934 he became Technical Assistant, Outdoor Machinery Services, C.M.E. Department, Euston, and was engaged on schemes dealing with the installation of mechanical handling appliances in connection with the modernisation of goods and motive-power depots. Mr. Simpson was appointed General Assistant (Machinery & Plant), Outdoor Machinery Services, C.M.E. & E.E. Department, Euston, in January, 1939, and was transferred to Derby in June of that year, where, in addition to duties of the type carried out at Euston, he dealt with water-supply schemes. In December, 1943, he was appointed District Outdoor Machinery Assistant, C.M.E. & E.E. Department, Manchester; and recently he returned to Derby as Assistant for Water Supplies & Water Softening, C.M.E. Department.

Mr. B. Spencer, A.M.I.Mech.E., M.I.Loco.E., who, as recorded in our November 14 issue, has been appointed Assistant to the Chief Mechanical Engineer (Locomotive & General), L.N.E.R., was educated at Doncaster Grammar School, and received his engineering training at the Doncaster works of the G.N.R., which he entered in 1914, and at the Doncaster Technical College. He was transferred to the Chief Mechanical Engineer's headquarters at Kings Cross in 1924, where, as Technical Assistant, he was closely associated with Sir Nigel Gresley in the development of L.N.E.R. locomotives. After Sir Nigel's death in 1941 the Chief Mechanical Engineer's headquarters were moved to Doncaster, under Mr. Edward Thompson, and Mr. Spencer was appointed Chief Mechanical Engineer's representative for Government work. In 1942 he became Technical Assistant to the Mechanical Engineer (Outdoor). On the appointment of Mr. A. H. Peppercorn as Chief Mechanical Engineer in 1946, Mr. Spencer was made Technical Assistant (Locomotive), which position he vacates on his new appointment. Mr. Spencer read a paper on "The Development of L.N.E.R. Locomotive Design, 1923-41" before the Institution of Locomotive Engineers on March 19 last.

Mr. H. T. Bird, B.A., B.A.I., A.M.I.C.E., District Engineer, Boston, L.N.E.R, who, as recorded in our October 24 issue, has been appointed District Engineer, Peterborough, is a graduate in Arts and Engineering of Trinity College, Dublin; he resumed his studies after serving in France in the Royal Artillery during the war of 1914-18. Mr. Bird began his railway career in the Bridge Office of the L.N.E.R. at Liverpool Street, and after a short time entered the New Works Office of the Metropolitan Railway, where he was engaged on work in connection with the opening up of the widened lines at Kings Cross. In 1924 he returned to the L.N.E.R., and was appointed to the New Works Office at Edinburgh; he left there to assume duties in the Construction Office at Kings Cross. While at Kings Cross Mr. Bird was engaged for a short time in the office, but chiefly as Resident Engineer on new works, among which were the up marshalling yard at Whitemoor, the Lea Bridge widening, the new bridge for the North Circular Road at New Southgate, and the Gidea Park to Shenfield widening. In 1934 he was appointed Chief Assistant to the District Engineer at Leeds, and in March, 1938, became Assistant District Engineer, Kings Cross, which position he vacated on being made District Engineer, Boston, in the next November. As second in command of the L.N.E.R. Construction Company, R.E. (S.R.), in 1939, Mr. Bird was mobilised at the outbreak of war and went to France in the same month. In January, 1940, he was given command of the newly formed 157 Railway Construction Company, R.E.; and he returned to England with his company on the evacuation from France. He was promoted Lt.-Colonel in January, 1941, and was successively Railway Construction Engineer, Northern Command, and Scottish Command, until specially released to return to his railway duties in October, 1943.

We regret to record the death on December 4, of Mr. Richard Thomson Glascodine, M.I.Loco.E., Technical Controller of George Spencer, Moulton & Co. Ltd. He was born on December 2, 1869, and was educated at Lancing College from 1881 to 1886. After leaving school he served his time on the Taff Vale Railway as a pupil of Mr. Tom Hurry Riches, working in the summer months in the works, and spending the winter at University College, Cardiff, where he was the first engineering student of Professor Elliot. In 1892, Mr. Glascodine joined George Spencer, Moulton & Co. Ltd., as a draughtsman, and he has remained with the firm ever since. During his 55 years service he has been responsible for many of the improvements in the design and development of rubber springs and in their application to railways and other services, as well as of many other applications of rubber to railways and to various engineering and industrial schemes. He has for many years been recognised as a leading authority on the application of the many uses of rubber in railway rolling stock.

Presentation to Mr H. Aidley

To mark the occasion of his relinquishing the position of Secretary of the Railways Staff Conference, on his returning to the L.M.S.R. for promotion, Mr. H. Aidley recently received a gift of silver presented on behalf of the members of the Railways Staff Conference, sub-committees of the conference, the conference secretarial staff and other friends and colleagues. In making the presentation, Mr. O. W. Cromwell (Chief Officer for Labour & Establishment, Southern Railway), Chairman of the Railways Staff Conference, spoke of the high regard in which Mr. Aidley was held and of his outstanding services as Secretary of the conference and other staff negotiating bodies during a difficult period. Mr. Aidley had been Secretary for almost ten years and had set up a new record for length of service in the post. He carried with him in his new position the best wishes of his many friends. Tributes to Mr. Aidley were also paid by other speakers. Mr. Aidley expressed his sincere thanks. He said that during the busy period for which he had acted as Secretary the ready assistance and co-operation of his colleagues and friends had been of the greatest value and encouragement.

Economic Secretary to the Treasury

The King has signified that, when the Ministers of the Crown (Treasury Secretaries) Bill shall have received the Royal Assent, he will be prepared to approve that Mr. Douglas Jay, M.P., be appointed Economic Secretary to the Treasury.

In moving the second reading of the Bill in the House of Commons, Sir Stafford Cripps referred to new duties which have been assigned to Mr. H. A. Marquand, M.P., the Paymaster-General, from whom he has had some assistance recently in dealing with economic affairs. Mr. Marquand has been asked by the Government to undertake special work involving frequent journeys oversea, and for that reason it will not be possible for him to fill the office of Economic Secretary to the Treasury.

Institution of Civil Engineers Awards, 1946-47

Among awards made by the Council of the Institution of Civil Engineers for papers during the session 1946-47 were Crampton Prizes to Mr. R. L. McIlmoyle for his paper on "Economic Selection Applied to Railway Engineering"; and to Mr. John Ratter for his paper on "Recovery, Repair and Distribution of Permanent-Way Materials." A Webb Prize has been awarded to Mr. M. G. R. Smith and Mr. A. W. Woodbridge, jointly, for their paper on "Accidents Arising from Track and Signalling Conditions." Among awards for papers published in the *Journal*, a Telford Premium has been awarded to Mr. N. R. Rice for his paper on "Railway Washaways: Prevention and Treatment of Flood Damage."

Mr. A. J. F. Bunning, who is on leave prior to retirement from the post of General Manager, Nigerian Railway, has been appointed Adviser on Inland Transport to the Secretary of State for the Colonies, the duties of which position he will take up shortly.

The Chairman of the Southern Railway and Mrs. Gore Browne, and the Deputy-Chairman and Mrs. Brooke, gave a cocktail party to the Directors and Officers of the Southern Railway on December 8.

L.M.S.R. Staff Changes

Mr. T. Guest, Assistant Divisional Signal & Telegraph Engineer, Crewe, to be Divisional Signal & Telegraph Engineer, Crewe, in place of Mr. H. E. Morgan, retired.

Mr. W. J. Sadler, Divisional Assistant (Signals), Signal & Telegraph Engineer's Department, Derby, to be Assistant Divisional Signal & Telegraph Engineer, Crewe.

Mr. J. S. Davis, Divisional Assistant (Telegraph), Signal & Telegraph Engineer's Department, Derby, to be Assistant Divisional Signal & Telegraph Engineer, Derby.

Mr. P. A. Langley, Chief Draughtsman, Signal & Telegraph Engineer's Department, Derby, to be Divisional Assistant (Signals), Signal & Telegraph Engineer's Department, Derby.

Mr. F. B. Belton, Assistant (General Section), Chief Civil Engineer's Office, Watford H.Q., to be General Assistant to Chief Civil Engineer, Watford H.Q.

Questions in Parliament

Food Parcel Thefts at Docks

Lt.-Colonel Geoffrey Clifton-Brown (Bury St. Edmunds—C.) on November 20 asked the Minister of Transport what action was being taken to prevent the abnormal number of thefts of food parcels at Southampton Docks, belonging to passengers returning to this country from South Africa and other parts of the world.

Mr. L. J. Callaghan (Parliamentary Secretary, Ministry of Transport) stated in a written answer: I am told by the Southern Railway Company, which owns and manages the docks, that comparatively few such thefts have been reported to the company or to the shipping companies concerned.

Freight Rates

Mr. C. N. Thornton-Kemsley (Kincardine & Western—C.) on November 17 asked the Minister of Transport why the railway freight rates for empty herring barrels were higher from Stonehaven to Great Yarmouth than from Aberdeen and Fraserburgh, where the distance was greater; and what steps he was taking to remove that anomaly.

Mr. L. J. Callaghan in a written answer stated: Exceptional rates were granted to Fraserburgh and Aberdeen by the railway companies in 1932 to meet competition, mainly from sea transport. It is open to any trader concerned to apply to the Transport Tribunal for a lower rate.

Bishop's Stortford-Liverpool Street Train

Lt.-Colonel Derek Walker-Smith (Hertford—C.) on November 17 asked the Minister of Transport whether he was aware of the frequent unpunctuality of the 7.43 train from Bishop's Stortford to Liverpool Street; and whether steps would be taken to improve the timekeeping of that train in particular and of this service in general.

Mr. L. J. Callaghan in a written answer stated: The Railway Executive Committee tells me that the main delays during the last month were because of fog on five days, the failure of a locomotive on another day, and continuing engineering work on the Colchester line. I am afraid that good timekeeping cannot be maintained until the work is finished.

Coal Wagons

Colonel R. S. Clarke (East Grinstead—C.) on November 17 asked the Minister of Transport what number of new coal wagons which had been assembled in Royal Ordnance factories had been stopped for defective and hot axle boxes and for other defections, such as broken door fastenings, etc.; and how many similar wagons as sent out by private builders had been stopped in the same period and for the same reasons.

Mr. L. J. Callaghan: I regret this information is not available.

Colonel Clarke: Does the Parliamentary Secretary mean to tell us that a great number of wagons to the value of between £350 and £400 each are being bought and delivered from the Royal Arsenal factories, and that no check is kept on them to see whether they are running well or whether the Government is getting what it has paid for, because rumour has it that it is not getting it?

Mr. Callaghan: That is not what the question asked. The question asked for statistics. Of course a check is kept on every wagon and its availability for service.

Colonel Clarke: If a check is kept, and if records are kept, why cannot they be given to the House?

Mr. Callaghan: Because the railway staffs have the task of running the railway system, and unless the House presses me I do not feel it is worth while imposing on them the task of collecting detailed statistics which they have not got. If Colonel Clarke has any specific evidence I will gladly look into it.

Production of Railway Wagons

Mr. Michael Foot (Devonport—Lab.) on November 17 asked the Minister of Transport if he would state the average number of railway wagons produced in this country in pre-war years; the average number produced in the war years; the number being produced this year; and the number it was proposed to produce next year.

Mr. L. J. Callaghan: The number of wagons produced for use on home railways during the years 1929-38 averaged 25,000 per year, and in the war years 1940-45 about 15,500 per year. Estimated production for this year is 31,000, and the target for 1948 is 48,000.

Unloading of Wagons

Mr. W. T. Scott-Elliot (Accrington—Lab.) on November 25 asked the Minister of Transport what steps he was taking to enable railway wagons to be unloaded during week-ends in order to secure a quicker turnround.

Mr. L. J. Callaghan, in a written answer, stated: Special instructions have been issued to all railway goods staff, the unions are co-operating, "wagon chasers" are being employed, volunteer unloading squads have been organised, railway cartage is being strengthened, and goods yards are working at week-ends. A special appeal has been made to all traders to co-operate.

Wagon Turnround

Mr. C. Osborne (Louth—C.) on December 1 asked the Minister of Transport if, in view of the shortage of 100,000 railway wagons and the urgent need for a quicker turnround, he would ask all firms concerned to work a full 5½-day week for the next twelve months; and enlist the support of the T.U.C. for the temporary increase in working hours.

Mr. L. J. Callaghan stated in a written answer: On November 18 the Chancellor of the Exchequer made a general appeal for staff to be ready at week-ends to unload wagons. The Trades Union Congress has given its warm support. There has already been a most encouraging response and a faster turnround.

Transport of Potatoes

Sir Waldron Smithers (Orpington—C.) on November 25 asked the Minister of Food if he was aware that the haphazard way of delivering potatoes to merchants under their allocations did not enable them to clear the potatoes from the railway trucks and involved a demurrage charge of 1s. 3d. per ton; and if he would re-imburse the merchants for the expense thus incurred.

Mr. John Strachey (Minister of Food) stated in a written answer: It is not always possible to arrange that merchants' orders are delivered at regular intervals, but when there is "bunching" of wagons for which the merchant is not responsible, my department will relieve him of demurrage charges.

Sir Waldron Smithers on November 26 asked the Minister of Food whether, in order to make available as many trucks as possible on railways for coal and other essential commodities, he would arrange for potatoes to be delivered to merchants by road transport.

Mr. John Strachey (Minister of Food), in a written answer, stated: In conjunction with the Minister of Transport I have already made arrangements for a large-scale diversion of potatoes from rail to road and sea transport, which it is estimated will save about 70,000 wagon journeys during the present season.

Manufacture and Repair of Wagons

Mr. W. T. Scott-Elliot (Accrington—Lab.) on November 25 asked the Minister of Labour what steps he was taking to increase the supply of labour for the manufacture and repair of railway wagons.

Mr. George Isaacs (Minister of Labour): Priority in the supply of labour has been accorded to this work and further steps are being considered in conjunction with the Ministry of Transport and the railway companies.

Mr. Scott-Elliot: Is the Minister aware that his basic instructions do not give these workers top priority? I believe I am right in saying that they are in the second priority class.

Mr. Isaacs: It is very difficult to decide what at one moment is top and what at another moment is just under the top. These workers come into the third rank of priority. Labour will be provided as soon as arrangements have been made in the establishments to carry on the work.

Leave Travel Warrants

Mr. E. P. Smith (Ashford—C.) on November 18 asked the Minister of Defence if he would reconsider the decision that military personnel were to provide their own fares home for every third leave, as that decision bore with undue hardship on those men who were stationed long distances from their homes.

Mr. A. V. Alexander (Minister of Defence), in a written answer, stated: Members of the Services stationed at home will continue to be allowed three free travel warrants a year for leave purposes. Instructions limiting the number to two, which were issued provisionally while the matter was under consideration, are being withdrawn.

Steel Coal Wagons

Lt.-Colonel Granville Sharp (Spen Valley—Lab.) on November 17 asked the Minister of Supply why cast-iron bottom door fastener brackets were being used for the 16-ton steel coal wagons now being assembled in Royal Ordnance factories; and whether he would now use the simple, cheap, forged-steel bracket, which was unbreakable and which had been brought to the attention of his department, or the forged drop stamp type, which also was unbreakable, and so avoid the wastages caused by frequent breakages of the cast-iron type.

Mr. John Freeman (Joint Parliamentary Secretary, Ministry of Supply): The Railway Technical Committee is responsible for drawing up these wagon specifications which at present require cast-iron brackets. The question of the use of alternative types of brackets has been referred to that committee.

Colonel Sharp: Can the Minister say whether he has examined the product which has been brought to the attention of his department, and whether he prefers the superior article to the inferior article?

Mr. Freeman: It is not exactly my function to express a preference one way or

the other. If the technical committee recommends it, we shall no doubt adopt it.

West Cumberland Railway System

Captain T. F. Peart (Workington—Lab.) on November 24 asked the Minister of Transport when he would be able to announce plans for the improvement and development of the railway system in West Cumberland.

Mr. L. J. Callaghan stated in a written answer: There are no plans at present for the extension of the railway system in West Cumberland.

Economy in Use of Wagons

Lieutenant Herbert Hughes (Wolverhampton—Lab.) on November 24 asked the Minister of Works if, in order to economise in the use of railway wagons, he would consider re-introducing the zoning of standardised common bricks and the control of their distribution as operated during the war.

Mr. C. Key (Minister of Works), in a written answer, stated: No. There has been a great increase in demand since the war that could not be met within the limits of the wartime restriction.

Road and Rail Fares

Mr. A. Edward Davies (Burslem—Lab.) on November 24 asked the Minister of Transport whether he was aware that in places like North Staffordshire much time was lost by the travelling public in waiting in bus queues; and whether he would remedy that by the introduction of comparable and cheaper railway fares over the same area.

Mr. L. J. Callaghan (Parliamentary Secretary, Ministry of Transport), in a written answer, stated: Mr. Davies' proposition raises large issues of principle and fact, and because of that must be left for consideration by the British Transport Commission, which has been charged with responsibility for preparing, as one of its early duties, a draft scheme or draft schemes for determining its charges.

Road and Rail Mileage

Mr. I. Mikardo (Reading—Lab.) on November 20 asked the Minister of Fuel & Power whether he would now state the increase in staff, and in the mileage of road vehicles and railway wagons, which would be occasioned by his decision to dissolve the Petroleum Board at the beginning of next year.

Mr. H. T. N. Gaitskell (Minister of Fuel & Power) stated in a written answer: The Petroleum Board is a voluntary association of companies distributing oil in the United Kingdom, and its dissolution is taking place under the terms of the agreement entered into by its constituent members when the board was set up at the Government's request before the war. It is not possible to assess what, if any, increase in staff or road or rail mileage will result from the dissolution of the board, the arrangements for which have not yet been completed.

Export of Railway Equipment

Major R. H. Turton (Thirsk & Malton—C.) on November 20 asked the President of the Board of Trade whether he was aware that in the first nine months of this year, less than 4 per cent. of our total exports of locomotives and rolling stock were sold to the Argentine Republic; and what steps he was now taking to increase such exports so as to encourage the importation of feeding stuffs from Argentina.

Mr. Harold Wilson (President of the Board of Trade), in a written answer, stated: Yes. As regards the second part of the question, I hope that the discussions about to open in Buenos Aires between the British trade mission and the Argentine authorities will pave the way for a steady expansion of exports to Argentina of British goods of all kinds, including railway equipment.

Manning Scales in Transport Industry

Mr. C. Osborne (Louth—C.) on November 11 asked the Minister of Labour how many men were entitled to receive grab money because of the introduction of labour-saving machinery and by which men were paid a full week's wage though compelled to be idle; which trade unions insisted on that system; and, in view of the labour shortage, if he would take steps to have it abolished.

Mr. George Isaacs: I understand Mr. Osborne is referring to an arrangement between the two sides of the industry in regard to the manning scales at certain stages of the unloading of a particular type of cargo by a particular kind of machinery. The trade union side party to the arrangements consists of representatives of the Transport & General Workers' Union, the National Union of General & Municipal Workers, the National Amalgamated Stevedores & Dockers and the Scottish Transport & General Workers' Union. I have no information as to the number of workers affected, but I understand that it is extremely unlikely that an appreciable number of men could under this arrangement be kept idle for so long a period as a week at a time. I would add that the two sides have set up a joint committee under an independent chairman to examine the industrial arrangements of the industry, including this question of manning scales. This joint committee was appointed by the council and will report to it. I cannot intervene in the manner suggested in the last part of the question.

Cross-Channel Steamers

Sir Ronald Ross (Londonderry—C.) on November 10 asked the Minister of Transport how many vessels of a cross-Channel packet type were at present out of commission owing to the ban on foreign travel.

Mr. L. J. Callaghan: Two.

Sir Ronald Ross on November 10 also asked the Minister of Transport whether he was aware that the system of sailing tickets on cross-channel journeys to Ireland was ineffective in its object and inflicted unnecessary hardship on passengers and intending passengers; and whether he would take steps to provide sufficient cross-channel ships for the Christmas holiday period as to render such a system unnecessary.

Mr. Callaghan: The need to save coal makes it impossible to provide a service which could guarantee every possible passenger a place at holiday peaks. The sailing-ticket system, with all its disadvantages, is the best way of minimising hardship to passengers.

Sir Ronald Ross: Is the Parliamentary Secretary aware that of the ships sailing from Great Britain to Northern Ireland none was full, due to the unfortunate results of the sailing-ticket system, which also caused great hardship to many persons? As there are ships to spare on the cross-Channel routes to the Continent, and as there will probably be more, cannot he have some of these transferred to the routes to Ireland, to give us, at last and for once, a fair share of the shipping, for the sake of the people going to Ireland for their holidays?

Mr. Callaghan: I am much obliged to Sir Ronald Ross for his suggestion. I am looking into it.

SIAM-BURMA RAILWAY RECONSTRUCTION.—Reuter's report from Bangkok a statement by the Siamese Communications Minister that the Siam-Burma Railway will be made serviceable only as far as Kanchanburi, about 70 miles north-west of Bangkok. The rest of the line, and all materials, will be used to repair other railways in Siam under the present scheme for improving communications. The purchase of the section in Siam of the railway from Bangkok to Moulmein by the Siamese Government was reported in our October 18 and November 15, 1946, issues. The line was built during the war by the Japanese with prisoner-of-war labour.

GLASGOW ENGINEERING CENTRE OPENED.—More than 350 prominent industrialists, professors from technical colleges, representatives of government departments, and others were present on December 3, when Sir James Lithgow opened The Engineering Centre, at Sauchiehall Street, Glasgow, the objects of which were outlined on page 399 of our April 18 issue. Major Jackson Millar, Chairman of Directors, said that the ceremony inaugurated something new in the field of engineering. The scheme was of some magnitude and eventually would cover an area of 100,000 sq. ft. of permanent exhibition space. Next month, the heavy engineering section would be ready, with the electrical section to follow in February, 1948. Sir James Lithgow said it was a good augury for the success of the venture that, even before the Centre was ready to function, inquiries had been received from South Africa, Rhodesia, Norway, Sweden, Turkey, France, Siam, and Iceland. Mr. E. Bruce Ball, Vice-Chairman, said that they strove for a flexibility within the organisation to permit adjustments helpful to exhibitors and visitors, and with the assistance of their technical officers could obtain information about any type of equipment in the engineering field and the best available sources of supply.

Inspection Cars and Gang Trollies

(*Concluded from page* 676)

and with duplicate chain drives to both axles all the weight is adhesive. An order for ten of these 18A type trolleys with twenty trailers has been received from the Belgian Congo. As both the 18A and the type 40 have exactly the same engine, clutch and gearbox, railways using both models simplify their maintenance and spare parts problems.

The 18A lends itself to several adaptations, and illustrated is one of two 5-ton low loaders recently completed for Portuguese West Africa, designed for transporting long pipes, and such like. The front portion is a standard 18A type trolley, and the chassis is extended rearwards over a rear axle arranged to swivel so as to facilitate negotiation of sharp curves on narrow-gauge track. Vacuum brakes are fitted to the rear wheels and actuated by the normal handbrake in the driver's cabin. In hand, for Portugal, are further vehicles all based on the standard 18A type unit, all six-wheelers, and comprising petrol, oil, and water tankers, ambulance units, and cars for carrying personnel.

The Strike Situation in France

The strike called by the National Federation of Railwaymen on November 25 (see our November 28 issue) failed to meet with general support. By the end of the week it became clear that the majority of the men was opposed to the general strike policy of the General Confederation of Labour (C.G.T.) French Government circles maintained that the numerous strikes were a political (Communist) move. At the same time the Government proposed to offer the workers an increase of fr. 1,500 a month and increased family allowances to aid in meeting the high costs of living. Further expenditure, it was indicated, might endanger the franc and bring financial ruin on the country. The C.G.T. demanded a 25 per cent. wage bonus and a minimum wage of fr. 10,800 a month.

In view of the strike disorders, and especially acts of sabotage on the railways, the Government sought special powers to prevent sabotage, defend the right of non-strikers to work, and to call to the colours 80,000 young reservists. After a stormy debate in the National Assembly, protracted for 36 hr. by the obstructive tactics of the Communists, the special Bill was voted by 408 to 184. It was explained that the reservists would be used mainly for patrolling the railway lines to guard against sabotage. During the debate, representatives of the majority and minority sections of the C.G.T. were engaged in negotiations with the Minister of Labour. These brought no definite result, but were taken as a sign that the C.G.T. was weakening.

Apart from the fact that the Paris Metropolitan Railway was forced to stop all trains at noon, due to strikers cutting off the electric power supply, the railway situation on December 2 showed a decided improvement. The Gare de Lyon, terminus for the South-Eastern Region, was reopened, and trains were run to provincial towns. Corbeil and Melun, near Paris, served as railheads for despatching trains during the strike. Passengers were taken out from Paris to the trains by road. The "Simplon-Orient Express" was made up at Dijon.

In the Marseilles area, where the strike began, the lines remained idle, and the Riviera traffic was at a standstill. Due to sabotage, the Geneva-Paris express was derailed near Culoz, and another express near St. Etienne. In neither case were passengers injured seriously.

Strikers, who held up traffic in the Northern Region by occupying the depots at La Chapelle and St. Denis, were expelled by the police. Trains were then despatched from the Gare du Nord to Brussels, Liége, Amsterdam, and Copenhagen. At St. Lazare, terminus of the Western Region, trains left for Havre, Granville, and Cherbourg. Near Brest a freight train was derailed, and the Paris-Brest express was stopped just in time where rails had been unbolted. Trains then proceeded no farther than Morlaix. Under police protection, 80 per cent. of the railwaymen resumed work at Rennes, and seven food-supply trains were despatched to Paris. Communication was re-established also with Bordeaux and the south-western area from the Austerlitz terminus.

Strikers were ejected from the Paris electric power stations in the night, and this enabled the Paris Metro to resume normal services on the morning of December 2. On the Metro suburban line to Sceaux, however, a loosened rail threw four coaches against the embankment near Gentilly Station. Passengers were unhurt. Long-distance traffic from the Paris terminals was reported as nearly normal, and suburban traffic at 50 to 70 per cent. of normal.

Acts of violence on the lines were attributed not to railwaymen, but to organised gangs, comprising numerous foreigners and criminal elements, as proved in arrests made by the police. Locomotives were derailed near depots, and turntables, rails and sleepers were torn up and metal rods suspended from electric catenary lines to short-circuit passing trains.

In the derailment of the Paris-Lille express on the night of December 2 to 3, however, causing 20 deaths and seriously injuring 25, S.N.C.F. officials believed that railway technicians were implicated. Rails were lifted for 80 ft. without severing the electric circuit, so that the signal continued to show "line clear." The locomotive fell over, ploughing deep into the ballast, while two postal vans and four wooden coaches piled up.

Addressing the National Assembly, M. Christian Pineau, Minister of Transport, stated that three railwaymen had been arrested, but that the immense majority of the men deplored such acts. Press reports indicated that where secret ballots were held, the men generally voted to resume work, but the C.G.T. insisted on votes by show of hands.

The general strike was called off on December 9.

Road Transport under Nationalisation

Mr. H. T. Dutfield, who delivered the third Henry Spurrier Memorial Lecture before the Institute of Transport on December 8, said that notwithstanding the Transport Act and despite any possible increase in the local volume of traffic to be handled, a satisfactory solution of the road-rail problem had yet to be found. Arbitrary division of function found few supporters, and in any case seemed to be partially if not wholly ruled out by the provisions relating to freedom of choice.

Was there to be a rates structure so devised as to influence traffic to go by that means of transport which was considered to be the most suitable? This was a principle much canvassed in theory but which appeared to present formidable difficulties in practice. Could the principle really be applied seeing that a trader was free to operate his own vehicles under a "C" licence.

It was in fact difficult to resist the conclusion that over a very wide range of traffics rates would inevitably be based on road costs as otherwise the Commission would lose traffic to "C" licence holders. How, then, could the rates structure be used to achieve co-ordination? If unity of control was thought to be the key to the question, why was no solution found to the problem when transport was controlled during the war?

One of the most difficult tasks facing the Commission was the formulation of a rates structure. The Act was completely silent as to the principles that must underly the rates structure and the Commission had an entirely free hand.

The freedom of the "C" licence holders, however, left little room for novelty in the Commission's approach to this problem. In the wide range of merchandise that was vulnerable from the point of view of the ability of the trader to acquire and operate his own vehicle, it was clear that the rates could not be higher than the road transport cost, as otherwise the Commission would lose the traffic to "C" licensed vehicles.

There was a general dislike of monopolies, whether public or private, and one of the strongest objections to the Government's plans for nationalisation of transport had been the fact that a vast monopoly would be created. The removal of the restrictions on "C" licence holders had gone a long way to diminish the monopolistic character of the Commission. There would be an incentive to the Commission to attract traffic by providing a better and cheaper service than the trader was able to get by using his own vehicles. The success of the Commission to some extent would be measured by reference to the growth or diminution in the number of "C" licensed vehicles.

The standard of service of free hauliers would also provide a measuring rod to test, within limits, the efficiency of the Commission. But it was essential that means should be found of ensuring that the highest level of efficiency was attained. A public relations department that plausibly explained away shortcomings would be no substitute for efficiency.

Joint Lines

It has been agreed that all the joint lines in which the main-line railways and London Transport have an interest shall be allocated either to the Railway Executive or to the London Transport Executive. Certain lines owned by one or other of the main-line railways, but served by London Transport trains, will also be transferred to one Executive or the other. These steps are being taken to achieve simplicity of operation.

Sir Cyril Hurcomb, Chairman of the British Transport Commission, on Saturday last announced details of the steps to be taken immediately by the Railway Executive towards achieving ultimately the complete absorption of the joint lines and minor railways in the regions.

As from January 1 the duplicated supervision of joint lines and inter-railways consultation through Joint Committees and Joint Officers' Conferences will be replaced by administration wholly within one region. For an initial period, however, on joint lines, certain activities may remain with the railway organisation now responsible for them, and, in such circumstances, one region will act for these purposes as the agent of the other.

Re-allocation of boundaries between regions at a later date may involve re-allocation of some of the joint lines and minor railways.

Railway Executive

The list of joint lines and minor railways is as follows; the names shown in full capitals are those of undertakings at present owning their own rolling stock and having their own traffic administrations:—

1. LONDON MIDLAND REGION
MERSEY RAILWAY COMPANY.
Southport & Cheshire Lines Extension Railway.
Manchester, South Junction & Altrincham Railway.
Oldham, Ashton-under-Lyne & Guide Bridge Junction.
CHESHIRE LINES COMMITTEE.
Great Central & North Staffs. Railway Committee.
Great Central & North Western Railways Joint Committee (Stalybridge).
Mid-Nottinghamshire Joint Railways Committee.
Otley & Ilkley Joint Line Committee.
Tottenham & Hampstead Joint Committee.
Birkenhead Railway Company and Birkenhead Joint (L.M.S.R. & G.W.R.)
Great Central & Midland Joint Committee (Lessors).—Lancashire lines.

2. WESTERN REGION
Shropshire Railways Company.
SHROPSHIRE & MONTGOMERYSHIRE LIGHT RAILWAY COMPANY (subject to War Department possession).
Easton & Church Hope Railway Company.
Weymouth & Portland Railway Company.
West London Extension Railway Company.
Great Western & Great Central Railways Joint Committee (Lessors).
Great Western & Great Central Railways Joint Committee (Lessees).
L.M.S. & G.W. Railways Joint Committee (Severn & Wye and Severn Bridge Railway).
G.W. & G.C. (Banbury Jct. Railway) Joint Committee.
L.M.S. & G.W. Railways Joint Committee, including Brynmawr & Western Valleys; Clifton Extension; Halesowen; Rhymney Joint; Shrewsbury, etc., Joint Lines; Vale of Towy; Wrexham & Minera.
Shrewsbury & Hereford Railway Company.
Tenbury Railway Company.
West Cornwall Railway Company.
West London Railway Company.

3. SOUTHERN REGION
EAST KENT LIGHT RAILWAYS COMPANY.
KENT & EAST SUSSEX LIGHT RAILWAY COMPANY.
North Devon & Cornwall Junction Light Railway Company.
Somerset & Dorset Railway Joint Committee.

4. EASTERN REGION
King's Lynn Docks & Railway Company.
Great Central, Hull & Barnsley and Midland Committee.
Methley Railway Joint Committee.
Midland & Great Northern Railways Joint Committee.
Norfolk & Suffolk Joint Railways Committee.
South Yorkshire Joint Line Committee.
Great Northern & London & North Western Joint Committee.
Halifax & Ovenden Joint Committee.
Halifax High Level Joint Committee.
Great Central & Midland Joint Committee (Lessees)—Yorkshire lines.

5. NORTH-EASTERN REGION
Axholme Joint Railway Committee.
Midland and North Eastern Railway Companies Committee (Swinton & Knottingley).

6. SCOTTISH REGION
Forth Bridge Railway Company.
Dumbarton & Balloch Joint Railway.
Dundee & Arbroath Joint Railway.
Grangemouth Branch Railway.
Princes Dock Branch Joint Railway.

London Transport

The London Transport Executive will take over on January 1 responsibility for the following lines:—

Metropolitan & Great Central Joint Line from Harrow-on-the-Hill to south of Aylesbury Station, including the Chesham Branch and the Watford Joint Line from Moor Park to Watford. (*Note*: The Railway Executive will take over full responsibility for Aylesbury Joint Station and the Metropolitan & Great Central Joint Line from there to Verney Junction.)
Ealing & Shepherds Bush Line and the section of the G.W.R. which forms part of the Western Extension of the Central Line to Greenford (excluding Greenford Station).
The sections of the L.N.E.R. which form part of the Eastern Extension of the Central Line.
The L.N.E.R. lines from East Finchley to High Barnet and Mill Hill East which are already worked by Northern Line trains of London Transport.
East London Railway between Shoreditch, New Cross, and New Cross Gate.
Hammersmith & City Line: Hammersmith to Westbourne Park.
Whitechapel & Bow Railway between Whitechapel and Bow Road.

L.N.E.R. MOTORBOAT SERVICES AT CHRISTMAS.—The L.N.E.R. motorboat service between Harwich, Felixstowe, and Shotley will be cancelled on Christmas Day, and on Boxing Day the normal Sunday service will be in operation.

MORE WAGONS RELEASED.—Official total figures of the wagons discharged on the British railways during the first two week-ends (November 22-23 and November 29-30) of the special effort for a quicker wagon turnround are 58,961 and 62,338 respectively. This represents an increase over the corresponding period of 1946 of 17,693 and 18,626 respectively, or 43 per cent. in each case. Once the accumulated arrears of loaded wagons have been reduced it is hoped that the improvements achieved will be maintained to give a permanent quicker turnround.

Notes and News

Whitechapel & Bow Railway Company.—Balances for interest on the 4 per cent. stock of the Whitechapel & Bow Railway Company will be struck on December 17.

Indian Railway Conference Association.—It is understood that the Indian Railway Conference Association is to be abolished. Details were not available at the time of going to press.

Midland & Great Northern Joint Line Rent Charge.—To prepare warrants for the dividend payable on January 1, a balance of the Midland & Great Northern Joint Line Rent Charge stock will be struck on December 18.

Vacancies in Chile.—A British railway company, operating in Chile and Bolivia, have vacancies for an assistant resident engineer, sectional engineers, and a chief draughtsman, for resident engineer's department. Railway experience essential. See Official Notices on page 687.

British Transport Commission Provisional Order.—The British Transport Commission has made application by a petition under the Private Legislation Procedure (Scotland) Act, 1936, for an order authorising the construction of new works and acquisitions of land in Scotland. For details, see page 687.

Canadian Memorial Window for Longmoor Garrison Church.—The memorial window presented by the Canadian National and Canadian Pacific Railways now awaits installation in the Garrison Church at Longmoor and it is hoped that this will be possible in the near future. A special memorial service will then take place. It will be remembered that after the 1914-18 war the four main-line companies and the London Passenger Transport Board all presented memorial windows.

Railway Clearing System Superannuation Fund.—Application has been made to Parliament by the Railway Clearing System Superannuation Fund Corporation for leave to introduce in the present session a Bill in connection with the transfer by the Corporation to the trustees of a new fund of certain moneys, investments and assets relating to employees of the Great Southern Railways (Ireland) who became employees of the Irish Transport Company. A copy of the Bill may be inspected, and copies may be obtained at a price not exceeding 4s. each, at the offices of Kennedy, Ponsonby & Prideaux, 52, Bishopsgate, E.C.2, solicitors; or Dyson, Bell & Co., 15, Great College Street, Westminster, S.W.1, Parliamentary agents.

New Buffet at Edinburgh Waverley, L.N.E.R.—A new buffet to provide facilities for travellers using the west end of Waverley Station was opened on December 3. These facilities have not existed for the past three years, and should be an advantage to travellers from Glasgow, Fife, Perth, and Dundee. The exterior is painted in cream and brown, with a green border, and on each side of the entrance is a specially lit receptacle for menu cards. The interior is modern, with concealed lighting and a panoramic display above the counter showing Arthur's Seat, St. Giles Cathedral, Holyrood, the Castle, and the Forth Bridge. The walls are painted cream, with green borders giving a panelled effect, and the counter is of plate glass with chrome finish. The equipment includes a Cona coffee-making machine, and a Turmix machine for making fresh fruit drinks. Other features are a mobile unit for serving light hot meals; an individual teapot service; and a glass-enclosed snack display. This is the first entirely new post-war buffet to be opened in Scotland, and others will follow at an early date at other main-line stations.

Assistant Traffic Superintendent.—An assistant traffic superintendent, between 25 and 35 years of age, is required by the Malayan Government Railway for one tour of three years with possible permanency. Candidates must have had sound training and considerable experience of traffic operating and commercial work on a railway. See Official Notices on page 687.

Level Crossing Collision on L.M.S.R. Southport Line.—An electric train from Liverpool to Southport collided with a 3-ton lorry at a level crossing near Altcar on December 4. One man in the lorry was killed and the driver injured severely, but there were no casualties in the train. The line was blocked for several hours, during which time an emergency bus service was put into operation between Hightown and Formby.

Box Wagons Required in Argentina.—Reuters reports from Buenos Aires that the Buenos Aires Provincial Railway is inviting tenders for 200 all-steel box wagons and 150 double-deck cattle wagons for use on metre-gauge track. Tenders (marked Licitacion Publica No. 17/47, Expediente C.651/47) must be submitted through a local agent or representative not later than January 14, 1948, addressed to Ferrocarril Provincial de Buenos Aires, Administracion General, Calle 56 y 135, La Plata, Argentina.

Stainless Steel Prototype Railway Coach.—During the exhibition of the prototype stainless steel coach described in our November 21 issue, many British railway executives and consulting engineers to overseas railway administrations were interested to see the combination of an American design fitted with many British items of equipment. The Pressed Steel Co. Ltd., of Cowley, Oxford, had the co-operation of the Westinghouse Brake & Signal Co. Ltd. on the brake equipment, A. G. Wild & Co. Ltd., of Sheffield, supplied the automatic couplings, springs, etc., and Spencer Moulton rubber springs were incorporated. A new design of first class seating is to be installed, supplied by Christie Tyler Limited, Bridgend, Glamorganshire. The lighting and pressure ventilation equipment, supplied by J. Stone & Co., Ltd., Deptford, was assembled during the construction stage. Both the L.M.S.R. and the L.N.E.R. supplied bogies and equipment.

L.M.S.R. Orchestral Society's Jubilee Concert.—The Jubilee Concert of the London Midland & Scottish Railway (London) Orchestral Society was held in the Shareholders Meeting Room, Euston, on December 5. Mr. William E. Chalk, the Society's Musical Director, who conducted the first concert 25 years ago, was on the rostrum, and five members of the orchestra also had taken part in the inaugural performance in 1922. The orchestra is recruited mainly from clerical grades, but among the players are a signalman, a carriage and wagon fitter, and two engineering draughtsmen. The soloists were Vera Mogg, Tom Williams, and Percival Garratt; the last-named has been associated with the orchestra as pianist for

20 years. All were appreciatively received by a large audience, as also were the works performed by the orchestra. During the performance Mr. J. Grindley, Secretary of the Society, and leader and deputy conductor, on behalf of members of the orchestra, presented Mr. Chalk with a silver cigarette case. At the conclusion of the concert Mr. F. A. Pope, Vice-President, L.M.S.R., thanked the audience for its support, and congratulated the orchestra on its performance.

Draughtsman (Civil Engineering) Required.—A draughtsman (civil engineering) is required by the Nigerian Government Railway for 18 to 24 months, with prospect of permanency. Candidates must have had at least five years' experience in drawing office of a civil engineering railway department, or consulting engineers or contractors with practice in railway work. See Official Notices on page 687.

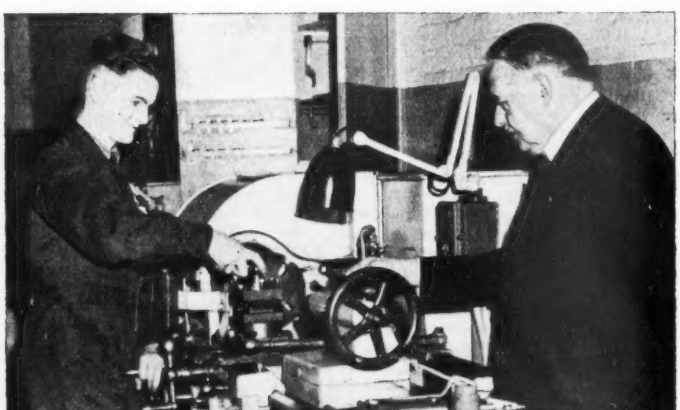
Argentine Government: Tenders for Supply of Wagons.—The Argentine Embassy states that the closing date for the tenders for the supply of 2,500 wagons, invited by the Argentine Government, to which reference was made in our August 29 issue, has been extended to December 17. The wagons may now be delivered unassembled. The amended specification is on view at the Office of the Economic Counsellor to the Argentine Embassy, 9, Wilton Crescent, London, S.W.1.

Privately-Owned Railway Wagons.—The British Transport Commission has given notice that all persons who, whether as absolute owners, mortgagees, owners of wagons subject to a hire purchase agreement or as having any other interests, have claims for compensation in respect of any privately-owned railway wagon under requisition on October 25, 1947, by virtue of an exercise of the powers in that behalf conferred by Regulation 53 of the Defence (General) Regulations, 1939, and the property in which will under sections 29 to 32 of the Transport Act, 1947, vest in the British Transport Commission on January 1, 1948, unless de-requisitioned on or before December 31, 1947, should forthwith submit their claims to the British Transport Commission, c/o Railway Clearing House, 203, Eversholt Street, London, N.W.1. All necessary forms, accompanied by full information concerning the manner in which claims should be made, are obtainable from the Railway Clearing House on application.

L.M.S.R. Apprentices Training School.—Sir Robert Burrows, Chairman of the L.M.S.R., on December 4 opened a training school for mechanical engineering apprentices at Derby. The school is situated in the centre of the Locomotive Works, and will provide full-time practical and theoretical instruction. Apprentices will be given four months' initial training in the workshops, followed by eight months' specialisation. After training for a year, a pupil becomes a trade apprentice until he is 21, when his future depends on his conduct, ability, and such vacancies as they occur. Further employment is not guaranteed. In opening the school, Sir Robert Burrows said that it was the man who created and produced something material who got the greatest satisfaction out of life. Sir Roger Curtis, H.M. Inspector, Ministry of Education, said at the opening ceremony that this was an instance in which private enterprise had scored, for the school had got away ahead of the State's county colleges. The school building was used during the war for making 500-lb. R.A.F. bombs.

New G.W.R. Staff Hostel at Southall.—On December 8 the G.W.R. opened a new residential hostel at Southall for men transferred away from their homes. Accommodation is provided for 50 men in single-bed rooms. A 24-hr. canteen service provides breakfast, a main midday meal (always with meat), tea, and supper; and supplies packed meals for the men to take with them on duty. Breakfast is available from 2.30 a.m. Other facilities are a recreation room, with billiard table, a writing room, and a work room in which men can indulge in their hobbies. Every bedroom has a light switch over the bed, ample cupboard space, a dressing table with mirror, a separate wall mirror, and central heating. There is a drying room for the men's clothes when they come in wet from duty, and three rooms have been set aside as a sick bay. The five bathrooms are equipped with washbasins, baths, and showers, and a box room enables the men to store their luggage without encumbering the cubicles. The building is in the form of a central block with end wings, and a lawn has been laid out in the space enclosed. At present most of the occupants are firemen transferred from South Wales in the course of promotion.

Training Engineering Apprentices at Derby



Sir Robert Burrows, Chairman of the L.M.S.R. watching an apprentice at work at the new Derby Training School

British and Irish Railway Stocks and Shares

Stocks	Highest 1946	Lowest 1946	Prices Dec. 9, 1947	Prices Rise Fall
G.W.R.				
Cons. Ord.	61¼	54¼	57½	+ 1
5% Con. Pref. ...	126½	107	119½	+ 2
5% Red. Pref. (1950)	106½	102½	100½	+ 1
5% Rt. Charge ...	140½	122½	133½	+ 2
5% Cons. Guar. ...	137½	118½	130½	+ 2
4% Deb.	129½	106	122½	+ 1½
4½% Deb.	129½	107	122½	+ 1½
4½% Deb.	130½	114	124½	+ 1
5% Deb.	142½	125	135½	+ 2
2½% Deb.	95½	81½	89½	+ 1
L.M.S.R.				
Ord.	30½	26½	29	+ ¼
4% Pref. (1923) ...	64	52½	60	+ 1
4% Pref.	86	75½	81½	+ 1½
5% Red. Pref. (1955)	105½	97	99½	+ 1
4% Guar.	108½	100	102½	+ 1½
4% Deb.	120	103	113	+ 1
5% Red. Deb. (1952)	108½	105½	102½	− 1
L.N.E.R.				
5% Pref. Ord. ...	7	5	6½	—
Def. Ord.	3½	2½	3½	—
4% First Pref. ...	59½	50½	56	+ 1
4% Second Pref. ...	29½	25¾	28½	+ ¾
5% Red. Pref. (1955)	104	97	97½	+ 1
4% First Guar. ...	107	98	101	+ 1
4% Second Guar. ...	101	90	95½	+ 1½
3% Deb.	104	87½	98	+ ½
4% Deb.	119½	102½	112½	+ ½
4½% Sinking Fund Red. Deb. ...	107½	101½	100½	—
SOUTHERN				
Pref. Ord.	79½	70	74½	+ 1½
Def. Ord.	24	19½	24½	+ ½
5% Pref.	125½	107	118½	+ 2
5% Red. Pref. (1964)	115½	106½	108½	+ 1
5% Guar. Pref. ...	137½	119	130½	+ 2
5% Red. Guar. Pref. (1957)	115½	107½	108½	+ 1
4% Deb.	129½	105½	122½	+ 1½
5% Deb.	139½	125½	133½	+ 3
4% Red. Deb. (1962-67)	113½	104½	108½	+ 2
4% Red. Deb. (1970-80)	115½	104½	109½	+ 1
FORTH BRIDGE				
4% Deb.	109	103	99½	—
4% Guar.	105	102	98½	+ 2
L.P.T.B.				
4½ "A"	133½	120½	125½xd	+ 2
5% "A"	142½	130½	133½xd	+ 1
3% Guar. (1967-72)...	108	98½	98½xd	—
5% "B"	128½	117½	120½xd	+ 1
"C"	64½	56½	63½	+ 1
MERSEY				
Ord.	34	30	34½	+ 1
3% Perp. Pref. ...	76	69	72½	+ 1
4% Perp. Deb. ...	117½	103	110	+ 2
3% Perp. Deb. ...	98	81	91½	+ 2
IRELAND*				
BELFAST & C.D.				
Ord.	8⅛	6	7½	—
G. NORTHERN				
Ord.	41⅞	30½	24½	—
Pref.	63⅞	52	38	—
Guar....	97½	78½	72	—
Deb.	107	97½	90½	+ 3½
IRISH TRANSPORT				
Common	19/2½	16/9	13/–	— 1½
3% Deb.	107	100	101⅛	— ⅛

* Latest available quotation

PARLIAMENTARY AND OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

PARLIAMENTARY NOTICES

Scottish Office, November, 1947.

PRIVATE LEGISLATION PROCEDURE (SCOTLAND) ACT 1936

BRITISH TRANSPORT COMMISSION (PROVISIONAL ORDER)

NOTICE IS HEREBY GIVEN that application by petition under and in pursuance of the provisions of the Private Legislation Procedure (Scotland) Act, 1936, has been made to the Secretary of State in the month of November, 1947, by the British Transport Commission (hereinafter referred to as "the Commission") for an Order for purposes of which the following is a concise summary:—

1. Construction of the following works:—

In the County of Fife:

Work No 1. Two bridges under the road leading from Kirkcaldy to Thornton in the parish of Markinch and an alteration in the level of the said road.

Work No. 2. A bridge over the road leading from Oakley to Torry in the parish of Carnock.

In the County of the City of Edinburgh:

Work No. 3. A bridge over Roseburn Street.

2. Diversions of River Ore in the parishes of Kinglassie, Kirkcaldy and Dysart and Markinch; stopping up of portions of occupation roads and footpaths in the said parishes of Kinglassie and Kirkcaldy and Dysart; provision of new occupation road and footpath in the said parishes of Kinglassie, Kirkcaldy and Dysart and Markinch and stopping up of portion of footpath and provision of new footpath in the City and Royal Burgh of Dunfermline all in the County of Fife. Stopping up of portions of roads and provision of new road in the parish of Alloa and the Burgh and parish of Alloa and stopping up of level crossing and portion of footpath in the said parish of Alloa all in the County of Clackmannan.

3. Acquisition by compulsion or agreement of lands and servitudes in the areas aforesaid and also in the parishes of Ballingry, Beath, Culross and Torryburn in the County of Fife and the parish of Cleish in the County of Kinross. Extinction of all rights of way over any such lands and special provisions as to entry and compensation and as to the minerals under and near to such lands.

4. Application to the Commission of the Acquisition of Land (Authorisation Procedure) (Scotland) Act, 1947.

And notice is hereby also given that on or before the twentieth day of November, 1947, Plans and Sections relating to the said intended works and Plans of all lands which may be taken or used compulsorily with a Book of Reference to such Plans were deposited for public inspection as follows (that is to say):—

As regards works and lands in the County of Clackmannan with the Sheriff-Clerk of that County at his office at Alloa; as regards works and lands in the County of Fife with the Principal Sheriff-Clerk of that County at his offices at Cupar, Dunfermline and Kirkcaldy respectively; as regards works and lands in the County of the City of Edinburgh with the Sheriff-Clerk of the County of Midlothian at his office at Edinburgh and as regards lands in the County of Kinross with the Sheriff-Clerk of that County at his office at Kinross.

And that copies of so much of the said Plans, Sections and Book of Reference as relates to each of the several areas hereinafter mentioned in or through which the said intended works are proposed to be made or lands are situate were on or before the said twentieth day of November deposited for public inspection as follows (that is to say):—

As relates to any City or Burgh with the Town Clerk of such City or Burgh at his office; as relates to any District with the Clerk to the District Council of such District at his office and as relates to the landward part of the County of Kinross with the County Clerk of such County at his office at Kinross.

On and after the 4th day of December, 1947, a printed copy of the draft Order may be inspected and copies thereof obtained at a price not exceeding two shillings for each copy at the undermentioned offices and at the Stationmaster's office at the following railway stations of the London & North Eastern Railway Company, viz., Alloa, Kinross Junction and Kirkcaldy.

Dated this 28th day of November, 1947.

MILES BEEVOR,
55, Broadway,
Westminster, S.W.1.
Chief Legal Adviser.

C. J. Y. DALLMEYER, W.S.,
23, Waterloo Place,
Edinburgh, 1.
Solicitor.

SHERWOOD & CO.,
St. Stephen's House,
Victoria Embankment,
Westminster, S.W.1.
Parliamentary Agents

but the hostel will provide for all categories of staff who have been moved from their homes. The hostel provides rooms for its own resident staff.

L.M.S.R. Main-Line Diesel-Electric Locomotive.—The first diesel-electric locomotive to be constructed for experimental main-line service in Great Britain has been completed at the L.M.S.R. Works at Derby, and is undergoing local tests before more extensive trials, in competition with the latest types of steam locomotive, on main-line passenger trains. Details of the locomotives were given in our March 28 issue.

Southern Railway Magazine to Continue.—Mr. C. Grasemann, Public Relations & Advertising Officer, and a Director of the *Southern Railway Magazine*, presided at a luncheon at Charing Cross Hotel on December 9. Those present included present and past editors and members of the editorial staff of the *Southern Railway Magazine* and editors and members of the staff of the *Great Western Railway Magazine*, *L.N.E.R. Magazine*, the L.M.S.R. staff newspaper *Carry On*, and the *London Transport Magazine*. Mr. Grasemann announced that the *Southern Railway Magazine* would be continued under nationalisation. In their case it meant only a small change in the title—*Southern Region Magazine* instead of *Southern Railway*.

Memorial to Southern Railwaymen.—On December 8, at Dover Marine Station, where there is a memorial to the 556 men of the former South Eastern & Chatham Railway who fought and died in the 1914-1918 war, the Chairman of the Southern Railway, Colonel Eric Gore Browne, unveiled an additional inscription on the granite plinth of the memorial to the 278 men of the Eastern Section of the Southern Railway who gave their lives in the 1939-1945 war. Those present at the ceremony included directors of the company, Mr. John Elliot, General Manager, officers and members of the staff, and the Mayor of Dover and officers of the Dover Harbour Board.

Argentine Railway Meetings.—Meetings of the Buenos Ayres Great Southern, Buenos Ayres Midland, Bahia Blanca & North Western, and Buenos Ayres Western Railways will be held at River Plate House, London, E.C., on December 18. After conclusion of the ordinary business, the meetings will be adjourned *sine die*. The boards of the companies concerned state that since it is deemed that from July 1, 1946, the companies administer their railways for the account of the Argentine Government, it is not proposed at this stage to submit to the meetings any directors' report or accounts for the year ended June 30, 1947. When the sale agreement is duly ratified and the purchase price paid by the Argentine Government, such report and accounts will not concern the members of the companies. A similar announcement, in respect of the ordinary general meeting of the company to be held at Winchester House, Old Broad Street, London, E.C., on December 17, has been made by the Central Argentine Railway Limited to the holders of bearer stock warrants.

Forthcoming Meetings

December 15 (*Mon.*).—The Permanent Way Institution, London Section, at Denison House, Vauxhall Bridge Road, S.W.1, at 6.30 p.m. "Ballast—History, Development and Practice," by Mr. C. E. R. Sherrington, O.B.E., M.C., M.A.

December 17 (*Wed.*)—The Institution of Locomotive Engineers at The Institution of Mechanical Engineers, Storey's Gate, London, S.W.1, at 5.30 p.m. "The Challenge to Steam," Presidential Address, by Mr. Julian S. Tritton.

December 17 (*Wed.*).—The Institution of Railway Signal Engineers, at the Institution of Electrical Engineers, London, W.C.2, at 6 p.m. "Signalling Installation Work on London Transport System," by Mr. W. H. Frim-inger.

Railway Stock Market

Stimulated by official notices setting out technicalities of the replacement of home rail and canal securities by British Transport stock, the home railway market developed increased activity, with prices sensitive to demand, and stock tending to be in even shorter supply. The decision to quote stocks "ex-dividend" as from Wednesday last, the first day of the current Stock Exchange account, came as a surprise, particularly as this also relates to the ordinary or equity stocks whose final dividends are so far an unknown quantity. These dividends are promised within the first few months of 1948, as and when the accounts of the existing companies are finally closed. Dividend deductions in respect of the ordinary or equity stocks have therefore been based on the final payments made in respect of 1946, namely, Great Western 3 per cent., L.M.S.R. 2½ per cent., L.N.E.R. second preference 2½ per cent. and Southern deferred 2½ per cent.

Now that home rails are "ex-dividend," numerous trustees may decide to sell, although on the other hand, the attractions offered by the fact that in many cases current prices are still well below "take-over" levels will bring in buyers who regard the stocks as a promising means of acquiring an interest in gilt-edged. It should not be overlooked that final interest payments, and also final dividends on the ordinary or junior stocks will belong to the seller, and that buyers as from Wednesday last have in effect been buying British Transport stock, which can now be regarded as the only gilt-edged stock at a discount.

The many complicated factors connected with the exchange from home rails into British Transport stock are insignificant in comparison with the confusion resulting from the fact that the interest rate on British Transport stock remains an unknown quantity. Moreover, this will not be known by stockholders until January 2, the date on which initial dealings start in British Transport stock. The announcement is expected to be made to the Press after Stock Exchange hours on January 1, which because of the exchange from home rails into British Transport stock will not be the usual holiday for stockbrokers.

Meanwhile, home rails (or British Transport stock) have the protection afforded by the "take-over" prices. Stockbrokers are undecided whether there will be any big rush of selling before the end of the year. Many trustees will be unable to hold British Transport stock, because even if hopes of a 3 per cent. interest on the latter were realised, the exchange from home rails into Transport stock represents in effect a big loss of income having regard to the take-over terms. Some brokers are advising clients to sell now with a view to placing the proceeds into leading industrial shares. It is being argued that the price of the latter will be forced up during the next few weeks in view of the prospect of reinvestment pressure which can be expected not only from exchanges out of home rails or British Transport stock, but also from the "share-out" money in respect of Argentine rails.

Meanwhile, British Funds have rallied moderately after an earlier decline, sentiment being helped by the decision to free the balance of the U.S. loan, although on the other hand, the developments at the Foreign Ministers' conference had an unsettling influence. There has been better demand for iron and steel shares, buyers being attracted by the good yields on United Steel, Colvilles, Dorman Long, etc., while in other directions, Tube Investments touched £7¼ in view of the excellent impression created by the full results and consolidated accounts. Stewarts and Lloyds improved to 57s. Locomotive building and engineering shares remained more active, Vulcan Foundry touching 35s., with North British Locomotive 29s., and Beyer, Peacock 25s. 6d. In other directions T. W. Ward showed a further rise to 58s.

There has been a general rally in Argentine rails, based on rumours that the Argentine may ratify the rail agreement before Christmas, irrespective of the stage reached in the U.K.-Argentine talks. It is being pointed out in the market that Argentine rail stocks can be regarded as an attractive temporary refuge for money, bearing in mind the extent to which most market prices are still below the pay-out levels of the individual stocks. At current market prices there are good prospects of reasonable capital appreciation. Buyers found, however, that stock was not in large supply, and if demand persists it would seem that the pay-out levels will soon be reached.

Among largest gains this week was a rise of three points to 65 in Buenos Ayres Great Southern 5 per cent. preference stock, the pay-out price for which is 75. Central Uruguay stocks were again active, but failed to hold all an earlier rally. San Paulo receded to 157 on fears that the purchase money for the railway may not be received until early next year. Leopoldina rallied following publication of the full accounts.

Traffic Table and Stock Prices of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffic for week: Total this year	Traffic for week: Inc. or dec. compared with 1945/46	No. of Week	Aggregate traffics to date: Totals 1946/7	Aggregate traffics to date: Totals 1945/6	Aggregate traffics to date: Increase or decrease	Shares or Stock.	Prices: Highest 1946	Prices: Lowest 1946	Prices: Dec. 9, 1947
				£	£		£	£	£				
South & Central America	Antofagasta	834	30.11.47	54,230	+ 14,980	48	2,100,460	1,623,600	+ 476,860	Ord. Stk.	11	10¼	11
	Arg. N.E.	753	29.11.47	ps.378,800	– ps.39,100	22	ps.7,391,500	ps.6,916,300	+ ps.475,200	,,	17	5	10
	Bolivar	174	Nov., 1947	$88,232	– $29,919	48	$1,161,583	$1,202,684	– $41,101	6 p.c. Deb.	6¼	5½	22½
	Brazil	—	—	—	—	—	—	—	—	Bonds	30	26	42½
	B.A. Pacific	2,771	29.11.47	ps.1,960,000	– ps.430,000	22	ps.54,945,000	ps.49,029,000	+ ps.5,916,000	Ord. Stk.	8¼	5½	10½
	B.A.G.S.	5,080	29.11.47	ps.3,709,000	– ps.141,000	22	ps.72,976,000	ps.71,903,000	+ ps.1,073,000	Ord. Stk.	16	10½	17
	B.A. Western	1,924	29.11.47	ps.1,357,000	+ ps .71,000	22	ps.30,356,000	ps.26,665,000	+ ps 3,691,000	,,	19	9½	22½
	Cent. Argentine	3,700	29.11.47	ps.3,193,700	– ps. 48,975	22	ps.73,495,660	ps.68,881,182	+ ps.4,614,478	,,	10¼	7½	18
	Do.	—	—	—	—	—	—	—	—	Dfd.	6	4¼	11½
	Cent. Uruguay	970	29.11.47	32,299	– 6,608	22	697,455	807,089	– 109,634	Ord. Stk.	8¼	3½	22
	Costa Rica	262	Oct., 1947	34,978	+ 4,097	18	128,051	112,213	+ 15,838	Stk.	15	12	8½
	Dorada	70	Oct., 1947	26,800	– 3,300	44	300,900	309,975	– 9,075	1 Mt. Deb.	102½	99½	108
	Entre Rios	808	29.11.47	ps.412,000	– ps.39,500	22	ps.9,564,000	ps.9,253,500	+ ps.310,500	Ord. Stk.	9	5½	10
	G.W. of Brazil	1,030	29.11.47	44,200	+ 2,100	48	1,592,400	1,407,400	+ 185,000	Ord. Stk.	26/6	20/–	2¾
	Inter. Ctl. Amer.	794	Oct., 1947	$991,778	+ $306,067	47	$10,902,965	$8,710,553	+ $2,192,412	—	—	—	—
	La Guaira	22¾	Nov., 1947	$89,353	– $31,165	48	$1,165,247	$1,286,361	– $121,114	5 p.c. Deb.	70	58	81½
	Leopoldina	1,918	29.11.47	53,981	– 20,285	48	3,141,712	2,922,564	+ 219,148	Ord. Stk.	5	3½	13
	Mexican	483	31.5.47	ps.1,464,000	+ ps 459,100	22	ps.7,706,200	ps.13,441,600	+ ps.5,220,000	Ord. Stk.	1¾	¾	1
	Midland Uruguay	319	Oct., 1947	18,301	– 680	17	67,875	80,584	– 12,709	—	—	—	—
	Nitrate	382	30.11.47	11,942	+ 4,591	48	206,176	195,019	+ 11,157	Ord. Sh.	83/9	71/3	65/–
	N.W. of Uruguay	113	Oct., 1947	6,092	+ 1,330	17	19,814	22,911	– 3,097	—	—	—	—
	Paraguay Cent.	274	28.11.47	£70,330	+ £17,533	22	£1,299,188	£1,332,678	– £33,490	Pr.Li.Stk.	78½	60	52½
	Peru Corp.	1,059	Nov., 1947	145,568	+ 2,219	22	841,708	773,049	+ 68,659	Pref.	16½	8½	7
	Salvador	100	Sept., 1947	c78,000	+ c19,000	13	c235,000	c249,000	– c14,000	—	—	—	—
	San Paulo	153½	—	—	—	—	—	—	—	Ord. Stk.	119½	52½	157½
	Taltal	156	Nov., 1947	8,080	+ 2,505	22	32,350	25,730	+ 6,620	Ord. Sh.	22/6	15/3	18/–
	United of Havana	1,301	29.11.47	65,220	+ 21,026	22	1,311,794	1,097,853	+ 213,941	Ord. Stk.	2	1¼	1¼
	Uruguay Northern	73	Oct., 1947	1,320	– 115	17	4,504	5,260	– 756	—	—	—	—
Canada	Canadian National	23,535	Oct., 1947	9,608,500	+ 226,250	44	90,551,500	81,911,750	+ 8,639,750	—	—	—	—
	Canadian Pacific	17,037	Oct., 1947	7,454,250	+ 795,000	44	65,686,250	60,321,000	+ 5,365,250	Ord. Stk.	25¼	16¼	17
Various	Barsi Light†	202	Sept., 1947	20,947	+ 5,362	26	159,525	144,900	+ 14,625	Ord. Stk.	123½	111	102½
	Beira	204	Oct., 1947	127,414	+ 36,566	52	1,167,899	950,694	+ 217,205	—	—	—	—
	Egyptian Delta	607	30.9.47	17,756	– 829	26	296,832	309,781	– 12,949	Prf. Sh.	9¾	5	6
	Manila	—	—	—	—	—	—	—	—	B. Deb.	75	60	83½
	Mid. of W. Australia	277	Oct., 1947	19,914	– 920	17	78,882	69,457	+ 9,425	Inc. Deb.	85	70	74½
	Nigeria	1,900	Sept., 1947	349,839	– 6,103	26	2,086,405	2,251,155	– 164,750	—	—	—	—
	Rhodesia	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	6,174,664	+ 612,939	—	—	—	—
	South African	13,323	8.11.47	1,351,636	+ 125,429	32	39,756,179	36,000,640	+ 3,755,539	—	—	—	—
	Victoria	4,774	Aug., 1947	1,177,321	– 11,568	9	—	—	—	—	—	—	—

† Receipts are calculated @ 1s. 6d. to the rupee